

B.—STATEMENT of the EXPENDITURE charged to the

HEADS OF EXPENDITURE.	ACCOUNTS, 1902-1903.					REVISED	
	INDIA. (RUPEE FIGURES.)		Total India (converted into £ at Rs 15 = £1).	England.	TOTAL.	INDIA. (RUPEE FIGURES.)	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	R	R	£	£	£	R	R
Brought forward	11,99,29,073	22,43,77,055	22,953,742	6,360,355	29,314,097	16,35,11,000	22,59,59,000
Railway Revenue Account—							
38.—State Railways: Working Expenses	14,71,63,320	2,44,843	9,827,211	...	9,827,211	15,35,52,000	2,85,000
Interest on Debt	4,72,77,981	...	3,151,865	1,143,504	4,295,369	4,95,57,000	...
Annuities in purchase of Railways	...	...	...	2,999,218	2,999,218	...	...
Interest chargeable against Companies on Advances	25,73,627	49,389	174,868	218,884	393,752	29,28,000	37,000
Interest on Capital deposited by Companies	2,57,616	46,346	20,264	1,150,225	1,170,489	3,88,000	46,000
39.—Guaranteed Companies: Surplus Profits, Land, and Supervision	12,38,368	...	82,558	...	82,558	15,19,000	...
Interest	1,24,895	...	8,326	1,026,892	1,035,218	2,28,000	...
40.—Subsidized Companies: Land, etc.	6,31,098	2,096	42,213	...	42,213	5,25,000	8,000
41.—Miscellaneous Railway Expenditure	7,89,597	94,250	58,923	...	58,923	7,56,000	99,000
TOTAL	20,00,56,502	4,36,924	13,366,228	6,538,723	19,904,951	20,94,53,000	4,66,000
Irrigation—							
42.—Major Works: Working Expenses	71,82,931	41,36,227	754,610	...	754,610	80,53,000	40,91,000
Interest on Debt	88,53,531	56,83,036	969,105	...	969,105	91,65,000	57,30,000
43.—Minor Works and Navigation	42,78,598	84,65,580	849,612	1,917	851,529	44,72,000	83,65,000
TOTAL	2,03,15,060	1,82,84,843	2,573,327	1,917	2,575,244	2,16,90,000	1,86,96,000
Other Public Works—							
44.—Military Works	1,55,10,922	...	1,034,062	62,607	1,096,669	1,49,00,000	...
45.—Civil Works	72,01,046	5,33,72,214	4,038,217	107,562	4,145,779	88,47,000	5,79,05,000
45 A.—Construction of Railways charged to Provincial or Local Revenues	...	8,19,892	54,659	...	54,659	...	3,99,000
TOTAL	2,27,11,968	5,41,92,166	5,126,938	170,169	5,297,107	2,37,47,000	5,83,04,000
Army Services—							
46.—Army: Effective	17,09,99,003	...	11,399,934	2,926,858	14,326,792	18,20,14,000	...
Non-Effective	98,37,015	...	655,801	2,363,799	3,019,600	1,00,42,000	...
TOTAL	18,08,36,018	...	12,055,735	5,290,657	17,346,392	19,20,56,000	...
Special Defence Works—							
47.—Special Defences (1902)	...	...	...	...	...	3,36,000	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	54,38,48,621	29,72,90,928	56,075,970	18,361,821	74,437,791	61,07,93,000	30,34,25,000
Add—Portion of Allotments to Provincial Governments not spent by them in the year	...	42,81,898	285,460	...	...	...	2,07,17,000
Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances	...	53,68,273	357,885	...	72,425	...	26,99,000
Total Expenditure charged to Revenue	54,38,48,621	29,62,04,553	56,003,545	18,361,821	74,355,355	61,07,93,000	32,14,43,000

Capital Expenditure not charged to Revenue—	ACCOUNTS, 1902-1903.			
	INDIA.		England.	TOTAL.
	Amount in Rupees.	Equivalent in £ at Rs 15 = £1.		
	R	£	£	£
48.—State Railways	4,55,19,860	3,034,657	1,529,344	4,564,001
49.—Irrigation Works	83,62,673	557,512	6,679	564,191
TOTAL	5,38,82,533	3,592,169	1,536,023	5,128,194

Revenues of India, in India and in England—continued.

ESTIMATE, 1903-1904.			Increase + Decrease — of Revised, as compared with Budget Estimate, 1903-1904.	BUDGET ESTIMATE, 1904-1905.					Increase + Decrease — of Budget, 1904-1905, as compared with Budget Estimate, 1903-1904.	Increase + Decrease — of Budget, 1904-1905, as compared with Revised Estimate, 1903-1904.
Total India (converted into £ at Rs=£1).	England.	TOTAL.		INDIA. (RUPEE FIGURES.)		Total India (converted into £ at Rs=£1).	England.	TOTAL.		
				Imperial.	Provincial and Local.					
£	£	£	£	₹	₹	£	£	£	£	£
25,964,700	6,407,300	32,372,000	+ 1,940,600	13,75,86,000	23,15,73,000	24,610,600	6,451,400	31,062,000	+ 630,600	- 1,310,000
10,255,800	...	10,255,800	+ 352,600	15,80,99,000	3,60,000	10,563,900	...	10,563,900	+ 660,700	+ 308,100
3,303,800	1,140,400	4,444,200	+ 25,300	5,22,57,000	...	3,483,800	1,140,800	4,624,600	+ 205,700	+ 180,400
...	3,004,600	3,004,600	+ 700	...	...	...	3,008,500	3,008,500	+ 4,600	+ 3,900
197,700	218,900	416,600	+ 700	32,19,000	49,000	217,800	238,400	456,200	+ 40,300	+ 39,600
28,900	1,193,500	1,222,400	- 37,000	6,62,000	68,000	48,700	1,234,300	1,283,000	+ 23,600	+ 60,600
101,300	...	101,300	+ 6,700	18,93,000	...	126,200	...	126,200	+ 31,600	+ 24,900
15,200	1,032,800	1,048,000	- 9,300	1,22,000	...	8,100	1,056,100	1,064,200	+ 6,900	+ 16,200
35,500	...	35,500	- 44,000	10,06,000	1,55,000	77,000	...	77,000	- 2,500	+ 41,500
56,400	...	56,400	- 3,300	8,00,000	70,000	58,000	...	58,000	- 1,700	+ 1,600
13,994,600	6,590,200	20,584,800	+ 292,400	21,80,52,000	7,02,000	14,583,500	6,678,100	21,261,600	+ 969,200	+ 676,800
803,600	...	803,600	+ 45,700	82,00,000	41,18,000	821,200	...	821,200	+ 63,300	+ 17,600
993,000	...	993,000	- 1,400	95,52,000	58,00,000	1,023,500	...	1,023,500	+ 29,100	+ 30,500
895,800	2,200	898,000	- 82,300	47,56,000	81,66,000	861,500	1,700	863,200	- 117,100	- 34,800
2,692,400	2,200	2,694,600	- 38,000	2,25,08,000	1,80,84,000	2,706,200	1,700	2,707,900	- 24,700	+ 13,300
993,300	54,000	1,047,300	+ 1,300	1,55,84,000	...	1,038,900	17,700	1,056,600	+ 10,600	+ 9,300
4,439,200	95,200	4,545,400	+ 121,100	97,37,000	6,48,50,000	4,975,200	90,800	5,066,000	+ 641,700	+ 520,600
26,600	...	26,600	- 25,000	...	3,18,000	21,200	...	21,200	- 30,400	- 5,400
5,470,100	149,200	5,619,300	+ 97,400	2,53,21,000	6,52,08,000	6,035,300	108,500	6,143,800	+ 621,900	+ 524,500
4,134,300	2,669,000	14,803,300	+ 131,900	19,29,78,000	...	12,865,200	3,159,600	16,024,800	+ 1,353,100	+ 1,221,500
669,400	2,383,600	3,053,000	+ 32,500	98,37,000	...	655,800	2,434,100	3,089,900	+ 69,400	+ 36,900
2,801,700	5,052,600	17,856,300	+ 164,400	20,28,15,000	...	13,521,000	5,593,700	19,114,700	+ 1,422,800	+ 1,258,400
22,400	6,000	28,400	- 91,600	16,00,000	...	106,700	150,000	256,700	+ 136,700	+ 228,300
18,947,900	18,207,500	79,155,400	+ 2,365,200	60,78,82,000	31,55,67,000	61,563,300	18,983,400	80,546,700	+ 3,756,500	+ 1,391,300
1,381,100	...	+ 1,201,200	+ 2,584,700	...	...	...	...	- 1,316,800	+ 66,700	- 2,518,000
179,900	...			...	1,97,52,000	1,316,800	...			
18,149,100	18,207,500	80,356,600	+ 4,949,900	60,78,82,000	29,58,15,000	60,246,500	18,983,400	79,229,900	+ 3,823,200	- 1,126,700

REVISED ESTIMATE, 1903-1904.				BUDGET ESTIMATE, 1904-1905.			
INDIA.		England.	Total.	INDIA.		England.	Total.
Amount in Rupees.	Equivalent in £ at Rs=£1.			Amount in Rupees.	Equivalent in £ at Rs=£1.		
₹	£	£	£	₹	£	£	£
6,54,000	3,379,600	1,287,800	4,667,400	6,90,20,000	1,601,300	1,709,000	6,312,300
10,36,000	535,700	5,500	541,200	1,23,98,000	826,500	6,800	833,300
7,30,000	3,915,300	1,293,300	5,208,600	8,14,18,000	5,427,800	1,715,800	7,143,600

C.—Statement of Receipts and Disbursements of the

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Revenue (from Statement A)	76,740,110	694,805	77,434,915	82,348,100	719,700	83,067,800	79,601,100	547,500	80,148,600
Excess of Revenue over Expenditure charged to Revenue . . . . .	...	...	3,069,549	...	...	2,711,200	...	...	918,700
Railway and Irrigation Capital not charged to Revenue—									
Capital raised through Companies towards outlay on State Railways (Net)	1,303,361	...	1,303,361	...	...	...	1,650,000	...	1,650,000
OUTLAY OF RAILWAY COMPANIES—									
Repayments	847,041	3,012	850,053	1,063,700	7,300	1,071,000	848,100	2,600	850,700
NET			0			0			
RAISED AND DEPOSITED BY RAILWAY COMPANIES—									
On account of Subscribed Capital	59,000	1,290,155	1,349,155	18,200	200,000	218,200	17,200	3,320,100	3,337,300
NET			1,326,635			0			1,267,300
Permanent Debt Incurred—									
Sterling Debt—									
India Stock . . . . .	...	1,500,000	...	...	1,500,000	...	...	2,500,000	...
Rupee Debt—									
Rupee Loan	1,000,000	...	...	1,333,300	...	...	2,000,000	...	...
TOTAL NET	1,000,000	1,500,000	2,500,000	1,333,300	1,500,000	2,833,300	2,000,000	2,500,000	4,500,000
Temporary Debt Incurred—									
Temporary Loans . . . . .	...	3,500,000	3,500,000	333,300	2,000,000	2,333,300	...	2,000,000	2,000,000
NET			0						
Unfunded Debt—									
Deposits of Service Funds	95,216	...	...	95,700	...	...	94,100	...	...
Savings Bank Deposits	3,392,085	...	...	3,541,100	...	...	3,533,800	...	...
TOTAL NET	3,487,301	...	3,487,301	3,636,800	...	3,636,800	3,627,900	...	3,627,900
NET			649,383			731,000			688,000
Deposits and Advances—									
Balances of Provincial Allotments	285,460	...	...	1,381,100	...	...	...	...	...
Appropriation for Reduction or Avoidance of Debt	564,700	...	...	586,400	...	...	546,100	...	...
Excluded Local Funds	690,634	...	...	694,700	...	...	672,000	...	...
Railway Funds	54,567	...	...	61,800	...	...	58,800	...	...
Deposits of Sinking Funds	9,504	...	...	9,900	...	...	10,300	...	...
Gold Reserve Fund	264,028	356,085(a)	...	2,465,700	2,560,200(b)	...	123,300	166,800	...
Departmental and Judicial Deposits	16,701,174	...	...	15,201,700	40,900	...	15,007,700	...	...
Advances	13,910,820	68,145	...	4,916,900	...	...	4,122,900	7,500	...
Suspense Accounts	528,619	...	...	208,600	...	...	5,100	...	...
Exchange on Remittance Accounts, net	93	...	...	18,500	...	...	...	...	...
Miscellaneous	89,671	...	...	...	...	...	3,000	...	...
TOTAL NET	33,099,270	424,230	33,523,500	25,545,300	2,607,100	28,152,400	20,549,300	174,300	20,723,600
Carried over	116,536,083	7,412,202	1,117,156	114,273,700	7,034,100	1,880,700	108,295,500	8,544,500	...

(a) Includes £263,000 remitted from India by means of Council Bills.

(b) Includes £2,200,000 ditto ditto ditto.

Government of India, in India and in England.

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Expenditure, Imperial and Provincial (from Statement B)	56,075,970	18,361,821	74,437,791	60,947,900	18,207,500	79,155,400	61,563,300	18,983,400	80,546,700
Add—Provincial Surpluses transferred to "Deposits"	285,460	...	285,460	1,381,100	...	1,381,100	...	...	...
Deduct—Provincial Deficits charged to "Deposits"	357,885	...	357,885	179,900	...	179,900	1,316,800	...	1,316,800
TOTAL	56,003,545	18,361,821	74,365,366	62,149,100	18,207,500	80,356,600	60,246,500	18,983,400	79,229,900
Excess of Expenditure charged to Revenue, over Revenue—			0			0			0
Railway and Irrigation Capital not charged to Revenue—									
OUTLAY ON IRRIGATION WORKS	557,512	6,679	564,191	535,700	5,500	541,200	826,500	6,800	833,300
OUTLAY ON STATE RAILWAYS	3,034,657	1,529,344	4,564,001	3,379,600	1,287,800	4,667,400	4,601,300	1,709,000	6,310,300
OUTLAY OF RAILWAY COMPANIES—									
Payments for Capital outlay	1,746,024	1,358,899	3,104,923	1,621,400	1,344,900	2,966,300	1,383,100	1,264,900	2,648,000
NET			2,254,870			1,895,300			1,797,300
RAISED AND DEPOSITED BY RAILWAY COMPANIES—									
Payments for discharge of Debentures	...	22,520	22,520	...	247,000	247,000	...	2,070,100	2,070,100
NET			0			28,800			0
Permanent Debt Discharged—									
Starting Debt—									
India 4 p. c. Stock	...	...	...	...	...	...	...	...	...
G. I. P. Railway Debentures	...	1,368,800	...	...	600,000	...	...	1,002,100	...
4 p. c. Loans	180	...	...	700	...	...	300	...	...
4 p. c. Loans	88,758	...	...	84,000	...	...	84,000	...	...
3 p. c. Loans	2,594	...	...	2,000	...	...	2,400	...	...
Stock Notes	13	...	...	...	...	...	...	...	...
TOTAL	91,545	1,368,800	1,460,345	86,700	600,000	686,700	86,700	1,002,100	1,088,800
NET			0			0			0
Temporary Debt Discharged—									
Temporary Loans	...	4,000,000	4,000,000	...	3,500,000	3,500,000	333,300	2,000,000	2,333,300
NET			500,000			1,166,700			333,300
Unfunded Debt—									
Special Loans	3,374	...	...	300	...	...	300	...	...
Deposits of Service Funds	78,919	...	...	82,400	...	...	80,800	...	...
Savings Bank Deposits	2,755,625	...	...	2,823,100	...	...	2,858,700	...	...
TOTAL	2,837,918	...	2,837,918	2,905,800	...	2,905,800	2,939,800	...	2,939,800
NET			0			0			0
Deposits and Advances—									
Balances of Provincial Allotments	357,885	...	...	179,900	...	...	1,316,800	...	...
Excluded Local Funds	609,824	...	...	674,500	...	...	657,500	...	...
Railway Funds	52,744	...	...	68,500	...	...	60,000	...	...
Gold Reserve Fund	263,000	356,085	...	2,465,700	2,566,200	...	123,300	166,800	...
Departmental and Judicial Deposits	16,589,506	...	...	15,193,700	...	...	15,001,300	...	...
Advances	13,975,978	94,211	...	4,765,700	214,800	...	4,118,600	7,900	...
Suspense Accounts	33,372	...	...	121,700	...	...	2,900	...	...
Exchange on Remittance Accounts, net	...	...	...	...	...	...	...	...	...
Miscellaneous	13,655	84	...	20,700	300	...	...	...	...
TOTAL	31,955,964	450,380	32,406,344	23,490,400	2,781,300	26,271,700	21,280,400	174,700	21,455,100
NET			0			0			731,600
Carried over	96,227,165	27,098,443	...	94,168,700	27,974,000	...	91,697,600	27,211,000	...

C.—Statement of Receipts and Disbursements of the

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward . . .	116,536,083	7,412,202		114,278,700	7,034,100		108,295,500	8,544,500	
Loans and Advances by Imperial Government . . .	687,083	...	687,083	348,400	...	348,400	289,300	...	289,300
NET . . .			17,610			0			50,800
Loans and Advances by Provincial Governments . . .	679,098	...	679,098	790,300	...	790,300	578,500	...	578,500
NET . . .			87,587			280,500			
Remittances—									
Inland Money Orders . . .	20,266,573	...		21,000,000	...		21,666,700	...	
Other Local Remittances . . .	...	...		990,300	...		579,500	...	
Other Departmental Accounts . . .	406,433	...		735,000			780,900		
Net Receipts by Civil Treasuries from—									
Post Office . . .	674,656	...		686,700	...		602,900	...	
Guaranteed Railways . . .	997,050	...		1,145,700	...		1,032,300	...	
Public Works . . .	2,163,933	...		2,865,700	...		847,400	...	
Net Receipts from Civil Treasuries by—									
Telegraph . . .	59,861	...		102,100	...		184,300	...	
Marine . . .	379,220	...		368,800	...		338,800	...	
Military . . .	11,955,716	...		12,976,800	...		13,091,500	...	
Remittance Account between England and India—									
Gold remitted from India . . .	8,418	497,207		...	3,996,900		...		
Purchase of silver . . .	285,000	...		4,055,000	...		...
Railway transactions . . .	1,534,498	1,468,307		1,601,500	16,600		2,747,000	2,453,000	
Other . . .	679,038	836,482		685,100	2,596,700		511,900	504,000	
TOTAL . . .	39,410,396	2,801,995	42,212,392	47,212,700	6,610,200	53,822,900	42,383,200	2,957,000	45,340,200
NET . . .			0			1,329,900			
Secretary of State's Bills drawn . . .	...	(a) 18,236,947	18,236,947		(b) 21,500,000	21,500,000	...	16,500,000	16,500,000
TOTAL RECEIPTS . . .	157,312,660	28,451,145		162,630,100	35,144,300		151,544,500	28,001,500	
Opening Balance . . .	11,880,301	6,693,137		12,082,416	5,767,787		11,500,016	7,003,387	
GRAND TOTAL . . .	169,192,961	35,144,282		174,712,516	40,912,087		163,044,516	35,004,887	

(a) In addition to £263,000 for remittance of the Gold Reserve Fund.
 (b) In addition to £2,200,000 ditto ditto ditto.

G. D. PUDUMJEE,
 Offg. Deputy Comptroller Genl.

FORT WILLIAM,
 FINANCE AND COMMERCE DEPARTMENT;
 March 23, 1904.

Government of India, in India and in England—continued.

	ACCOUNTS, 1902-1903.			REVISED ESTIMATE, 1903-1904.			BUDGET ESTIMATE, 1904-1905.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	£	£	£	£	£	£	£	£	£
Brought forward	96,227,165	27,098,413		94,168,700	27,974,000		91,697,600	27,211,000	
Loans and Advances by Imperial Government	669,473	...	669,473	481,900	...	481,900	238,500	...	238,500
NET			0			133,500			0
Loans and Advances by Provincial Governments	591,511	...	591,511	509,800	...	509,800	616,200	...	616,200
NET			0			0			37,700
Remittances—									
Inland Money Orders	20,239,262	...		21,000,000	...		21,666,700	...	
Other Local Remittances	352,630	...		689,000	...		579,500	...	
Other Departmental Accounts	374,948	...		735,000	...		780,900	...	
Net payments into Civil Treasuries by—									
Post Office	674,688	...		686,700	...		602,900	...	
Guaranteed Railways	997,050	...		1,145,700	...		1,032,300	...	
Public Works	2,244,559	...		2,770,100	...		847,400	...	
Net Issues from Civil Treasuries to—									
Telegraph	62,355	...		102,100	...		184,300	...	
Marine	376,807	...		368,800	...		338,800	...	
Military	11,955,716	...		12,976,800	...		13,091,500	...	
Remittance Account between England and India—									
Gold remitted from India	500,273	...		3,996,900	...		...	...
Purchase of Silver	...	285,000		...	4,055,000		...	...
Railway transactions	1,452,139	1,550,666		16,600	1,601,500		2,453,000	2,747,000	
Other	1,930,948	442,386		2,070,600	278,200		1,084,600	350,600	
TOTAL	41,161,375	2,278,052	43,439,427	46,558,300	5,934,700	52,493,000	42,661,900	3,097,600	45,759,500
NET			1,227,035			0			419,300
Secretary of State's Bills paid	(a) 18,461,021	...	18,461,021	(b) 21,493,800	...	21,493,800	16,769,700	...	16,769,700
TOTAL DISBURSEMENTS	157,110,545	29,376,495		163,212,500	33,908,700		151,983,900	30,308,600	
Closing Balance	12,082,416	5,767,787		11,500,016	7,003,387		11,060,616	4,696,287	
AND TOTAL	169,192,961	35,144,282		174,712,516	40,912,087		163,044,516	35,004,887	

(a) In addition to £263,000 for payment from the Gold Reserve Fund.

(b) In addition to £2,200,000 ditto ditto ditto.

D. T. BARROW,
Comptroller General.E. N. BAKER,
Secretary to the Government of India.

D.—Account of Provincial and Local Savings charged to Revenue, and at the disposal of Provincial Governments under their Provincial Settlements.

Provincial and Local Balances.

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	United Provinces of Agra and Oudh.	Punjab.	N. W. Frontier Province.	Madras.	Bombay.	Berar.	TOTAL.	Equ in Rs
	R	R	R	R	R	R	R	R	R	R	R	R	
Accounts, 1902-1903.													
Balance at end of 1901-1902 . . .	1,40,235	27,12,879	1,51,21,688	8,53,807	68,77,732	59,56,009	30,63,875	1,42,342	85,11,190	84,38,926	6,12,670	5,24,31,353	3,45
Added in 1902-1903 . . .	23,020	...	...	11,65,036	10,71,643	2,05,125	11,60,463	...	3,54,025	...	3,02,586	42,81,898	28
Spent in 1902-1903 . . .	...	6,540	32,59,557	...	...	...	...	4,088	...	20,98,088	...	53,68,273	31
Balance at end of 1902-1903 . . .	1,63,255	27,06,339	1,18,62,131	20,18,843	79,49,375	61,61,134	42,24,338	1,38,254	88,65,215	63,40,838	9,15,256	5,13,44,978	3,44
Revised Estimate, 1903-1904.													
Balance at end of 1902-1903 (by Accounts) . . .	1,63,255	27,06,339	1,18,62,131	20,18,843	79,49,375	61,61,134	42,24,338	1,38,254	88,65,215	63,40,838	9,15,256	5,13,44,978	3,44
Added in 1903-1904 . . .	11,000	...	...	12,92,600	84,53,000	41,45,000	8,88,000	26,000	56,02,000	2,01,000	99,000	2,07,17,000	1,38
Spent in 1903-1904 . . .	...	9,00,000	17,99,000	...	...	...	...	...	...	602,51,032	...	26,99,000	17
Balance at end of 1903-1904 . . .	1,74,255	18,06,339	1,00,63,131	33,10,843	1,64,02,375	1,03,06,134	51,12,338	1,64,254	1,44,67,215	65,41,838	10,14,256	6,93,62,978	4,61
Budget Estimate, 1904-1905.													
Balance at end of 1903-1904 (by Revised Estimate) . . .	1,74,255	18,06,339	1,00,63,131	33,10,843	1,64,02,375	1,03,06,134	51,12,338	1,64,254	1,44,67,215	65,41,838	10,14,256	6,93,62,978	4,61
Spent in 1904-1905 . . .	21,000	8,09,000	39,19,000	4,72,000	36,26,000	28,24,000	26,84,000	16,000	35,75,000	15,03,000	3,03,000	1,97,52,000	1,35
Balance at end of 1904-1905 . . .	1,53,255	9,97,339	61,44,131	28,38,843	1,27,76,375	74,82,134	24,28,338	1,48,254	1,08,92,215	50,38,838	7,11,256	4,96,10,978	3,30

G. D. PUDUMJEE,
Offg. Deputy Comptroller General.

O. T. BARROW,
Offg. Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
March 23rd, 1904.

E.—Abstract Statement of the Receipts and Disbursements of the Government of India in India and in England.

Revenue and Expenditure.		Accounts, 1902-03.				Revised Estimate, 1903-04.		Budget Estimate, 1904-05.	
		Revenue.	Expenditure.		Net Receipts.	Net Charges.	Net Receipts.	Net Charges.	Net Receipts.
			Refunds and Assignments.	Cost of Collection and Production.					
Revenue Heads.		£	£	£	£	£	£	£	£
Principal Heads of Revenue.	Land Revenue (excluding that due to Irrigation)	18,436,845	747,192	2,909,480	14,780,173	15,451,100		15,517,700	
	Opium	4,498,438	3,085	1,048,483	2,846,870	3,519,700		2,947,800	
	Salt	6,184,405	252,472	345,891	5,586,042	4,556,500		4,496,100	
	Stamps	3,473,711	39,309	109,308	3,325,094	3,424,100		3,479,800	
	Excise	4,426,642	42,462	189,184	4,194,996	4,660,500		4,750,000	
	Provincial Rates	2,747,390	5,941	41,882	2,699,567	2,755,100		2,787,500	
	Customs	3,977,636	147,789	101,335	3,668,512	3,037,600		3,639,900	
	Assessed Taxes	1,410,428	7,756	24,150	1,378,522	1,183,400		1,234,500	
	Forest	1,298,103	3,074	751,783	543,246	604,200		530,700	
	Registration	313,587	928	171,845	140,814	151,000		151,800	
	Tributes	613,715	31,720	—	581,995	413,800		409,000	
	Total	47,380,900	1,281,728	6,353,341	39,745,831	40,367,030		39,945,400	
Total deductions from Revenue			7,635,069						
Expenditure Heads.									
Debt Services	Interest	867,667	1,832,685		965,018	881,600		807,300	
Commercial Services	Post Office	1,429,935	1,346,778		83,157	65,900		35,600	
	Telegraph	870,979	909,742		32,763	90,900		163,500	
	Railways	20,183,900	19,904,951		228,949	854,600		354,200	
	Irrigation	2,768,990	2,575,244		193,746	202,100		255,100	
Other Public Works	Military	38,301	1,095,669		1,058,368	1,004,500		1,018,300	
	Civil	448,640	4,200,438		3,751,793	4,066,400		4,645,100	
Mint	Mint	411,238	424,014		12,776	95,100		36,000	
Miscellaneous Civil Services	Civil Departments	1,322,388	11,689,243		10,366,855	10,364,600		11,325,500	
	Superannuation	201,303	2,815,519		2,614,216	2,649,100		32,697,000	
	Exchange	31,571	...		31,571	54,400		69,900	
	Miscellaneous	338,421	592,737		254,316	63,400		70,900	
Famine Relief and Insurance	Other heads	59,692	1,085,734		1,026,042	970,500		966,900	
	Famine Relief	...	321,509		321,509	20,400		926,400	
Army Services	Other heads	...	661,067		661,067	862,800			
	Effective	988,256	14,326,792		13,338,536	13,859,900		15,234,000	
	Non-effective	136,734	3,019,600		2,882,866	2,924,200		2,981,000	
	Special Defences (1902)	...	...			28,400		256,700	
Total		77,434,915	74,437,791		2,997,124	3,912,400		398,100	
Provincial Adjustments	Surplus		—		—	1,201,200		—	
	Deficit		72,425		72,425	—		1,316,800	
Total		77,434,915	74,365,366		3,069,549	2,711,200		918,700	
Surplus					3,069,549	2,711,200		918,700	
Capital Account	Railway and Irrigation Capital not charged to Revenue:—								
	Capital raised through Companies towards outlay on State Railways			(net)	1,303,361			1,650,000	
	Capital raised and deposited by Railway Companies			(net)	1,326,635				
	Outlay on Irrigation Works				564,191	28,800		1,267,200	
	Outlay on State Railways				4,564,001	541,200		833,300	
	Outlay of Railway Companies			(net)	2,254,870	4,667,400		6,310,300	
Debt, Deposits, Advances, and Remittances	Permanent Debt			(net)	1,039,655	2,146,600		3,411,200	
	Temporary Debt			(net)		500,000			
	Unfunded Debt			(net)	649,383	731,000		688,100	
	Loans and Advances by Imperial Government			(net)	17,610			50,800	
	Loans and Advances by Provincial Governments			(net)	87,587	280,500		37,700	
	Deposits and Advances			(net)	1,117,156	1,880,700		731,600	
	Remittances			(net)		1,329,900		419,300	
	Secretary of State's Bills drawn				18,236,947	21,500,000		16,500,000	
Cash Balance	Secretary of State's Bills paid				18,461,021	21,493,800		16,769,700	
	Opening Balance				26,847,883	27,571,118	30,579,900	24,486,000	27,232,500
	Closing Balance				18,573,438	17,850,203	17,850,203	18,503,403	15,756,603
Total					45,421,321	45,421,321	48,430,103	42,989,403	42,989,403

G. D. PUDUMJEE,
Offg. Deputy Comptroller General.
FORT WILLIAM,
FINANCE AND COMMERCE DEPARTMENT;
March 23rd, 1904.

O. T. BARROW,
Offg. Comptroller General.

E. N. BAKER,
Secretary to the Government of India.

APPENDIX II.

Memorandum by the Hon'ble Major-General Sir Edmond Elles, K.C.B., on Military, Military Works, Special Defences, and Marine Expenditure for the years 1903-1904 and 1904-1905.

The estimates with which the Military and Marine Department of the Government of India is concerned are:—

- I.—The Indian Military Estimates.
- II.—The Home (India) Military Estimates.
- III.—The Military Works Estimates.
- IV.—Special Defences.
- V.—The Marine Estimates.

I will deal with them in this order.

2. Taking the Indian and the Home (India) Military Estimates together, the net expenditure in 1904-1905 will, it is estimated, be more than that provided in the Budget for 1903-1904 by £1,562,700.

The main causes of this excess are:—

In the Indian Estimates—

(I) Increased pay of the British soldier	74 lakhs.
(II) Provision for Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions	49 "
	£
	123 lakhs = 820,000

In the Home Estimates—

(III) Provision of 71,574 new pattern rifles,	297,800
(IV) Provision of 3 Horse and 18 Field Artillery Batteries of the new field gun	500,000 = 797,800
	£
TOTAL	1,617,800

The increased pay of the British soldier was dealt with in para. 2 of my Memorandum on the Budget of 1902-1903 and comes into force from the 1st April. Necessary provision has been made for the Sikkim-Thibet Mission, Aden Delimitation and Seistan Boundary Commissions, the duration of which is at present uncertain. The provision of 71,574 new rifles will enable us to arm the field army with the most improved rifle of the charger loading type. Experience in South Africa proved the necessity for re-arming our Field Artillery with a Quick firing gun carrying a heavier shell in the case of the Field Artillery and giving greater mobility and rapidity of fire in the case of the Horse Artillery. The War Office having offered to give priority to the Indian Government in the provision of these guns, the offer was accepted, it being especially desirable at the present juncture that the Army in India should be equipped with the most modern weapons.

3. Before dealing with the Estimates in detail I will refer to the measures carried out or in progress during the present year for improving the efficiency of the Army and also to those which we propose to continue or initiate during the ensuing financial year.

Following the same headings as last year, my remarks will be recorded under Field Army, Frontier Defence, Frontier Railways, Internal Defence, Coast Defence, Ordnance Factories and General requirements.

Budget 1903-04.

4. The following items have been or are being carried out as proposed:— *Field Army.*
- (1) Increase of Reserve of Military Hospital Assistants from 20 to 25 per cent.

- (2) Organisation of 12 Mule Corps with full complement of British and Native Commissioned and Non-Commissioned Officers.
- (3) Substitution of horse for bullock draught in the 4 existing Heavy Batteries and conversion of 2 garrison companies into Heavy Batteries with bullocks.
- (4) Addition of 110 officers to the Indian Army.
- (5) Formation of Mounted Sapper Detachment.

Re-organisation of the Madras Army.—Three other regiments of Madras Infantry, *viz.*, the 76th, 82nd, and 87th were reorganised during the past year, as also the two remaining regiments of Madras Cavalry, now the 26th and 27th Light Cavalry. Another double Company of the 71st Coorgs consisting of Tamils has been mustered out and replaced by Coorgs, leaving one double Company only to be replaced by the latter class, when the regiment will become purely Coorg in its composition.

Re-organisation of the 9th Bhopal Infantry.—This regiment has now been re-organised as to its composition, and given the same strength and constitution as an Infantry regiment of the Bengal Command, in order to render it more efficient. A proposal is also under consideration to delocalise it.

Re-organisation of the 5th, 17th and 18th Infantry and 12th Pioneers.—It became necessary for various reasons to make certain changes in the class constitution of these regiments. The 12th has moreover been converted into a Pioneer Battalion and linked with the 48th Pioneers.

Re-organisation of the Hyderabad Contingent.—This has now been carried out, the Cavalry being transferred to the Bombay Command, and the Infantry to the Madras Command. The 4 batteries of Field Artillery have all been broken up and converted into Ammunition Columns.

Frontier Defence.

The Quetta-Nushki line has been under construction.

Internal Defence.

Rearmament.—The supply of '303" rifles to all troops, volunteers and reservists will be complete when the rifles due from home this year are received.

Ordnance Factories.

The programme in regard to expenditure on Ordnance Factories has practically been carried out.

General Requirements.

The following measures have been or are being carried out:—

- (1) Increase to Leave Reserve of Military Assistant Surgeons from 15 to 20 per cent.
- (2) Increase in the establishment of the Queen Alexandra's Military Nursing Service for India by 16 nurses.
- (3) Owing to the increase in the pay of the R. A. M. C. the pay of the I. M. S. Officers in military employ has been increased at an estimated annual cost of Rs. 3,70,000.
- (4) Reorganisation of the Army Remount Department.
- (5) Expansion of Grass and Dairy Farms.
- (6) Separation of the Burma District from the Madras Command.
- (7) Establishment of a School of Cookery at Poona and appointment of Sergeant Cooks at hill stations.

Machine Guns.—Further steps have been taken towards providing an adequate number of machine guns for the army in India. Seventy of these guns have been ordered during the past year at a cost of Rs. 1,54,375, which has been met from savings due to the absence of troops in Somaliland and China and from other military savings.

Supply and Transport. Organisation of transport.—The proposal to organise twelve corps of mule transport referred to last year has received the sanction of the Secretary of State for India, and has been partly carried out. It will be completed next year and a sum of Rs. 76,500 has been provided in the estimates for the purpose. A similar organisation has been undertaken in Burma. The number of elephants kept for military transport has been reduced, and the savings thus resulting have been applied to an increase in the complement of mules in India.

With the co-operation of His Honour the Lieutenant-Governor of the Punjab great strides have been made in the registration of transport for war and in maturing a scheme which, under the Punjab Military Transport Act, will admit of the rapid collection of transport animals in emergency with the least possible inconvenience or hardship to the civil population.

The organisation of transport which has been in progress during the last four years has during the past year and a quarter been tested at the Delhi manœuvres and in Somaliland. At Delhi the efficiency of the organised corps was very marked and the number of casualties was far below those experienced on any similar occasion in the past. In Somaliland the good effects of organisation have been still more remarkable. The Indian camels, instead of dying at a ruinously rapid rate as has occurred in all previous campaigns, are, under their "silladar" drivers and with a military organisation, enduring the hardships of the service in a remarkable way; and their efficiency is the subject of very favourable comment by Sir Charles Egerton and other officers with the force.

Marine Estimates.—As noted last year the defence squadron previously maintained at Bombay at a cost of £59,000 annually was abolished at the end of 1902-03. The vessels of the flotilla were disposed of during the current year. The turret ships *Magdala* and *Abyssinia* and the hulk *Tenasserim* were sold. The two gunboats *Assaye* and *Plassy* and four of the torpedo boats were sent to England and are being disposed of through the agency of the Admiralty; and the three remaining torpedo boats are kept in reserve at Bombay.

Proposals for improving the position of the officers, Executive and Engineer, of the Royal Indian Marine, were submitted for the consideration of His Majesty's Government. The Secretary of State has sanctioned those for improving the position and furlough rules of the executive officers but those for the Engineer officers are still under consideration.

In addition to their usual trooping work the Royal Indian Marine vessels have been employed for the conveyance of troops, animals, etc., between India and Somaliland. Eighteen hired transports were also taken up and fitted in the Royal Indian Marine dockyards for this service. The Royal Indian Marine Ship *Hardinge* has been employed during part of the year as a hospital ship for the conveyance of the sick from Somaliland to India.

Budget 1904-05.

5. *Increase of the scales of Army Signalling equipment.*—The increase is Field Army. considered necessary with a view to bring the signalling equipment up to the level of modern requirements. The total cost involved is R1,22,510 initial (R90,244 Home and R32,266 Indian) and R19,659 annual recurring. A sum of R90,244 has been provided in the Home Estimates for 1904-05.

Re-introduction of signalling into all batteries of horse, field, heavy, and mountain artillery.—This involves (a) issue of signalling equipment to all batteries, and (b) addition of men and issue of horses and saddlery to certain batteries of Royal Horse Artillery and Royal Field Artillery.

The total cost involved is:—

(a) Initial R23,393 (Home, R3,613 and Indian R19,780).

Annual recurring R5,571.

(b) Initial R1,97,456 (Home R22,185 and Indian R1,75,271).

Annual recurring R2,06,281.

Pending the Secretary of State's sanction the following provision has been made in the Estimates for 1904-05:—

(a) R23,393 (Home R3,613, Indian R19,780) for initial expenditure.

(b) Initial R1,97,456 (Home R22,185, Indian R1,75,271). Recurring R50,000.

Re-organisation of artillery.—It has been proposed to raise certain batteries to the higher establishment with a view to enable them to mobilise at the

field service strength without extraneous assistance. The total cost involved is Rs. 6,59,762 initial (Military Rs. 5,67,762, and Military Works Rs. 92,000) and Rs. 1,78,467 annual recurring. A sum of Rs. 3,00,000 has been provided in the Indian Estimates for 1904-05 for purchase of horses and saddlery.

Rearmament.—A further supply of 28,936 rifles is necessary to complete the ordnance reserves and 21,574 of these have been ordered during 1904-05 at a cost of Rs. 14,67,000. Meanwhile the home authorities have now adopted a modified pattern of the Lee Enfield rifle, with a short barrel and a magazine mechanism arranged for loading with a clip or charger. The alteration of the rifles in use in India to the new pattern will be taken up shortly, and as a preliminary to that measure the Secretary of State has arranged to send out 50,000 of the new pattern from home in addition during 1904-05, at a cost of Rs. 30,00,000.

Rearmament of horse and field artillery.—After protracted trials the War Office authorities have just adopted new patterns of guns for field and horse artillery. Both of these guns are quick firers, the latter a 12½ pr. and the field artillery gun an 18½ pr. The rearmament of the batteries in India is a matter of urgent necessity, for the guns now in use have done long service and are not up to the requirements of modern conditions. Arrangements have been made to obtain twenty-one batteries next year, viz., 18 field and 3 horse batteries at a cost of £500,000.

Addition of 36 horses to each British Cavalry regiment in India.—In order to allow of British Cavalry regiments being mobilized without drawing on other mounted corps or on remount depots to complete their field service strength of horses we have decided to add 36 horses to each of the nine regiments in India, at an initial cost of Rs. 3,50,766 and a recurring cost of Rs. 1,40,101. For the initiation of this scheme a sum of Rs. 2,75,765 has been included in the budget for 1904-05.

Increase to the Native Army Reserves.—The Native Army Reserve now consists approximately of 24,500 men, but this number is not adequate to meet the heavy drain which extensive operations would entail, and the Secretary of State has sanctioned the reserve being raised gradually to 50,000 men in a series of years. A provision of 3 lakhs has been made in the estimates.

Pioneer Battalion of Hazaras.—The question of employing Hazaras more largely in our Native Army has for some time been under consideration. They are good labourers and with their soldierly qualities are expected to make excellent Pioneers. The Secretary of State has accordingly been asked to sanction the formation of a Pioneer Battalion composed exclusively of Hazaras.

Cordite factory.—The anticipation that cordite would be actually manufactured before the end of 1903 has not been realised. The factory will, however, be in working order during the next financial year, and provision has been made in the estimates of that year to meet the cost of the complete staff required.

Gun-carriage factory, Jubbulpore.—It is hoped that this factory will be completed shortly. Meanwhile acting on the best expert advice in England, it has been found necessary to provide a further sum of £5,000 for machinery. This amount has been provided in the home ordnance estimates of 1904-05.

Rifle factory, Ishapore.—It is not anticipated that the factory will be sufficiently advanced to admit of its being in full working order during next financial year, but all machinery has now been ordered and will be erected in the course of the year. Manufacture will be commenced and the conversion of the existing Lee Enfield rifles to charger loading will be carried out concurrently.

Rolling mills, Ishapore, and field gun factory at Cossipore.—Satisfactory progress has been made in the preparation of these two factories. An additional sum of £4,020 has been provided in the estimates of 1904-05 for machinery for the gun factory, and in both cases the buildings will be got ready and machinery will be for the most part erected during that year.

Corps of Indian coast artillery.—The Secretary of State's sanction to the scheme was asked for in our despatch of 5th March 1903, but has not yet been received. The estimated cost to India of its share of the

Ordnance Factories.

Coast Defences.

proposals is Rs 1,47,000 initial, and Rs 3,41,000 annual; out of this a sum of Rs 3,40,000 (Rs 1,20,000 for initial and Rs 2,20,000 for recurring expenditure) was provided in the estimates of 1903-04, pending Secretary of State's sanction. This has lapsed. In anticipation of the Secretary of State's sanction a sum of Rs 1,27,000 (Rs 27,000 for Military initial and Rs 1,00,000 for Military Works expenditure on buildings) has been made in the estimates for 1904-05.

Increase to the establishment of the Indian Nursing Service—The Secretary of State sanctioned the addition of 16 nurses to the Indian Nursing Service during 1902-03 and of the same number during 1903-04. A further addition of 7 nurses during 1904-05 has now been sanctioned, thus completing the increase which was inaugurated in 1901. For this purpose Rs 10,589 has been provided in the military estimates of the ensuing year. *General requirements.*

Reorganisation of the Remount and Horse Breeding Departments.—As stated last year the whole control of horse and mule breeding operations has now been transferred to the Army Remount Department. The new Government run for young horse stock near Shahpur in the Jhelum canal colony has been started, and the scheme for granting land to colonists on the canal subject to the condition that they shall keep a brood mare has been successfully inaugurated. A large number of eligible colonists have come forward and in another year or two the results ought to be apparent in the stock on the Government run. We are about to begin the preparation of the second run where a large number of young mule stock will be kept. This measure is no less important than the rearing of horse stock, for while the demand for mules annually increases, the supply does not keep pace. During the present spring the numbers procurable at the fairs of Northern India have been so much below our requirements that we have been obliged to arrange for considerable purchases from Persia, South America and South Africa. The mules so obtained are of excellent class but they are necessarily more expensive than indigenous animals.

The importance of fostering the pure eastern breeds of both horses and donkeys has led us to propose to the Secretary of State the establishment of two small stud farms one at Ahmednagar, the other at the Shahpur depôt. So far as horses are concerned these studs will be particularly devoted to breeding pure bred Arabs and Kathiawaris, Dekkhanis, and other pure Indian breeds.

Establishment of a Staff College in India.—His Excellency the Commander-in-Chief considers it essential that candidates for staff employ in India (whether for British or Indian service) should be more highly trained than at present and that the means of obtaining such training should be provided in India itself. The staff college at Camberley being unable to provide for more than a portion of the wants of India, and also being unable from various causes to attract the best available officers, it is proposed that an Indian Staff College should be established at Quetta, open to officers of both the British and Indian services. The total cost involved in the proposal is estimated at Rs 6,33,440, initial (Military Rs 17,000 and Military Works Rs 6,16,440) and Rs 69,892 annual recurring. Pending the Secretary of State's sanction a sum of Rs 2,00,000 has been provided in the Military Works estimates for 1904-05.

Inspector General of Volunteers.—In 1901 the Secretary of State sanctioned the appointment of an Inspector General of Volunteers in India as an experimental measure for three years. This period will expire in August next, and as the appointment has proved the success anticipated, the sanction of His Majesty's Government has been asked to its continuance as a permanent arrangement.

Peace strength of Madras and Bombay Infantry.—At present the peace strength of Infantry regiments of the Madras and Bombay Commands is 832 and 816, respectively, out of which they have to furnish the strength of 752 at which Indian Infantry takes the field. Owing to sickness, unfits, depôt requirements, etc., they cannot, however, take the field at the authorised strength without depleting their linked battalions to such an extent as to render the latter ineffective at a time their services are likely to be most required. A proposal is therefore under consideration to raise the peace strength of Madras

and Bombay Infantry, with certain exceptions, to the Punjab-Bengal strength of 912 of all ranks.

Proposed revision of the present system of promotion in the Indian Army.—With a view to the greater efficiency of the Indian Army, proposals have been made this financial year for a revision of the present system of promotion of officers. These proposals involve an extra expenditure of about Rs. 1,00,340 and provision for this amount has been made in the estimates of 1904-05.

Redistribution of Staff Officers in military districts in India.—With a view to the better distribution of work connected with the duties of the district staff and to enable officers so employed to devote more of their time to work out of doors and in the field, an increase of staff officers has been sanctioned this financial year. To meet the extra cost provision has been made in the estimates of 1904-05 for over Rs. 60,000.

Seconding and replacement of officers.—Sanction has been accorded to the seconding of all officers taken from regiments of the Native Army for employment in any civil or political capacity, or with any department of the Army, or for oversea expeditions in extra regimental employment, or for any employment under the Imperial or a Colonial Government. With a view to carrying out this measure, the Secretary of State has been asked to send out 57 officers, and provision on this account has been made in the estimates of 1904-05 for Rs. 52,000.

General Remarks.

Marine.—Funds have been allotted for the completion during the ensuing year of the new vessel, which is being built to replace the *Clive*. The total cost of the vessel (which will be called the *Dufferin*) will be £205,000, of which £100,000 was provided this year.

Re-numbering of the regiments of the Indian Army.—With the abolition of the Presidential system, the old numbering of regiments on a Presidential basis under which several corps often had the same number became anomalous and inconvenient. The regiments of the Indian Army have accordingly been numbered consecutively throughout. Every endeavour has been made to meet the wishes of regiments as to their titles and to preserve their distinguished traditions. In many cases old titles in connection with previous service or former eminent commanders have been revived.

Somaliland.—The Army in India has continued to supply, as required, men, supplies, munitions of war, etc., for the operations in Somaliland, the whole cost being borne by His Majesty's Government. The re-organised transport and more especially the Silladar Camel Corps have been tried for the first time.

China.—The Indian Army now furnishes at the expense of the War Office five regiments for permanent Colonial garrisons. In addition we now have 2 regiments of Indian Infantry in North China and an additional Battalion at Hongkong. The whole cost of these three additional battalions is also borne by the War Office.

Aden delimitation.—The Indian Army has furnished the necessary escorts for the delimitation of the Arab Hinterland.

Sikkim-Thibet Mission.—The escort of this mission has carried out its operations at an altitude which has never before been attempted in winter. The troops have well withstood the rigour of the climate owing to the special provision made for their welfare. One detachment was withdrawn from Kambajong by a pass over 17,000 ft. high in December. The climate has been a severe test of our Indian troops.

6. I give below a statement showing the total military expenditure under the Indian Military Budget, the Military Works Budget including special defences and the Home (India) Budget for the past 8 years, in view to comparing the military expenditure with the total revenue. This statement shows that whereas the percentage of total military expenditure to revenue for the first period of four years was 24.70, the percentage for the last period of four years is only 21.08.

Military Expenditure from 1896-97 to 1903-04.

Statement showing the proportion of net Military and Military Works, including Special Defence Works, expenditure (Indian and Home) to General Revenues for the eight years 1896-97 to 1903-04.

YEARS.	1 Total Revenue.	2 Total Expenditure.	3 Net Military Expenditure.	4 Net Military Works and Special Defence Expenditure.	5 Percentage of Col. 3 to Col. 1.	6 Percentage of Cols. 3 and 4 to Col. 1.
	£	£	£	£		
1896-97 .	62,621,932	63,758,614	15,091,485	786,211	24.09	25.35
1897-98 .	64,257,207	67,830,014	17,233,296	756,011	26.81	27.99
1898-99 .	67,595,815	64,954,942	15,385,042	772,467	22.76	23.90
1899-1900 .	68,637,164	65,862,541	14,165,743	802,656	20.63	21.80
4 Years .	263,112,118	262,406,111	61,875,566	3,117,345	23.52	24.70
1900-01 .	75,272,291	73,602,087	14,265,525	754,051	18.95	19.95
1901-02 .	76,344,525	71,394,282	14,786,342	917,140	19.36	20.56
1902-03 .	77,434,915	74,365,366	16,221,402	1,058,368	20.95	22.32
1903-04 .	83,067,800	80,356,600	16,784,100	1,032,900	20.20	21.44
4 Years .	312,119,531	299,718,335	62,057,369	3,762,459	19.88	21.08
TOTAL .	575,231,649	562,124,446	123,932,935	6,879,804	21.54	22.73

I.—Indian Military Estimates.

Revised Estimates, 1903-1904.

7. The Revised Indian Military estimates for 1903-1904, compared with the Budget for that year, show an increase of Rs18,93,000 caused by an increase in receipts of Rs11,17,000 and an increase in expenditure of Rs30,10,000.

The increase in receipts is chiefly due to credit from the Imperial Government for the peace equipment of native troops on service in China over and above the amount included in the accounts for 1902-1903; for Europe stores issued from stock to Somaliland and China; for Mounted Infantry ponies sent to Somaliland; to larger sales of Ordnance Stores; and to increased contributions towards Indian Military Service Family pensions.

8. The more important causes which have led to an increase in expenditure have been the following:—

(a) Extra expenditure on account of the following Services amounting to Rs72,97,000:—

- (i) Military Charges in connection with the Sikkim-Thibet Mission, Rs45,00,000, including Rs4,00,000 on account of road-making operations in the Teesta Valley;
- (ii) Military Escort with the Aden Delimitation Commission Rs25,71,000; and

- (iii) Military Escort with the Seistan Boundary Commission, R2,26,000.
- (b) Cost of special expenditure to be incurred in India against the Military Estimates from savings due to the absence of troops in China and Somaliland account for R13,29,000.
- (c) Special military expenditure in India to be met from lapses from schedule items provided for in the India Military Budget amount to R2,49,000.
- (d) More supernumerary officers as candidates for the Indian Army and more Unattached List officers than provided for, R1,66,000.
- (e) More charges for conveyance of troops and stores, R4,60,000.
- (f) Transfer of the control of Breeding Operations from the Civil Veterinary Department to the Army Remount Department, and the consequent reconstitution of the latter Department, account for an increase of R2,84,000.
- (g) Mounted Infantry ponies purchased in replacement of those sent to Somaliland amount to R2,32,000.
- (h) Reconstitution of certain Native Corps of the Madras Command have caused an increase of R2,17,000, and non-effective charges in excess of the amount included in this amount, an increase of R1,69,000.
- (i) Arrear charges on account of the Delhi Durbar account for R38,000.
- (j) Arrear charges on account of Camps of exercise and manœuvres amount to R1,83,000.
- (k) The deduction made in the Indian Budget owing to an excess provision in the Home Estimates not being necessary has accounted for an increase of R1,00,000.
- (l) A sum of R2,81,000 has been sanctioned for the purchase of mules in Persia and South America in addition to a sum of R40,000 to be met from savings on account of the absence of troops in China and Somaliland.

9. On the other hand, there have been decreases of expenditure under certain heads, the more important of which are the following:—

- (a) Savings in pay and subsistence charges on account of troops serving in China and Somaliland, R29,32,000.
- (b) Less expenditure for food-supplies and grass cultivation, R10,86,000.
- (c) Lapses expected on account of schedule items so far as known at present, R7,19,000.
- (d) Smaller expenditure is anticipated to the extent of (i) R3,50,000 in the Ordnance Department, and (ii) R1,00,000 under Medical.
- (e) The difference between the credits taken by debit to Imperial Government for the value of local stores issued from stock, and also for the peace equipment of Native Troops employed in China, and the amounts likely to be spent on their replacement during the current financial year, accounts for a net decrease of R6,56,000.
- (f) Smaller charges for the garrisons beyond the North-West Frontier, and the Gilgit Agency, mainly due to the withdrawal of regular troops from Wano and certain posts in the Tochi Valley and to less feed charges on account of the Chitral and Malakand garrisons, account for R3,55,000.
- (g) Saving in the provision made for special items, apart from schedule items, such, for instance, as increased pay to officers of the R. A. M. Corps, charges for the Brigade Staff, Royal Horse and Field Artillery, and for the reorganisation of Silladar Camel Corps, etc., amount to R2,86,000.

- (h) R4,25,000 has been saved by the short strength of medical officers and subordinates and troops.
- (i) Savings consequent on the reorganisation of the Hyderabad Contingent in excess of the amount for which credit was taken in the Budget amount to R1,40,000.
- (j) A sum of R3,30,000 was over-estimated for the purchase of remounts in the Budget.
- (k) R1,20,000 represents less Sea Transport charges, chiefly due to coal having been paid for in England.

Estimates, 1904-1905.

10. The estimates for 1904-1905, in the net, amount to R19,47,56,000, or R1,38,35,000 more than the Budget for 1903-1904. This is due to a decrease in receipts of R66,000 and an increase in expenditure of R1,37,69,000.

The decrease in receipts is due chiefly to less sales of malt liquor being anticipated.

The more important causes of increase in expenditure are the following :—

- (a) Service pay to British soldiers, including those on the Unattached List and with Departments accounting for R74,08,000.
- (b) Larger provision for conveyance of troops and stores with reference to past actuals, R5,50,000.
- (c) Extra expenditure on account of the following services amount to R48,90,000 :—
 - (i) Sikkim-Thibet Mission, R36,00,000.
 - (ii) Military Escort with the Aden Delimitation Commission, R11,29,000.
 - (iii) Military Escort with the Seistan Boundary Commission, R1,61,000.
- (d) Larger provision to the extent of R3,81,000 has been made for Breeding Operations in the Army Remount Department.
- (e) Pay of officers of the Indian Medical Service having been increased has caused an extra expenditure to the extent of R2,15,000.
- (f) Provision to the extent of R4,52,000 has been made for the local purchase of stores and tools, and cost of erecting machinery in connection with the steel plant and rolling mills at Ishapore; R1,00,000 for the revision of the present system of promotions in the Indian Army; R3,00,000 for the increase of the strength of the Native Army Reserves up to 50,000 men; R1,33,000 for the formation of a Railway Pioneer Battalion composed exclusively of Hazaras; and R1,25,000 for the acquisition of land for the improvement of rifle ranges for regular troops.
- (g) Larger provision to the extent of R2,89,000 has been made for Supernumerary and Unattached List officers of the Indian Army.
- (h) Larger provision to the extent of R1,58,000 has been made for grass cultivation.
- (i) Provision to the extent of R4,12,000 has been made to enable all Native Infantry battalions of the Madras and Bombay Commands, with certain exceptions, being raised to a strength of 912 natives of all ranks; and of R4,64,000 for mobilisation equipment for two British and eight Native Infantry Battalions required for the northern line of communication.

Among other causes of increased expenditure might be mentioned the following :—

Additional officers for the supply and transport corps (R49,000); Organisation of 12 transport mule corps (R76,000); Establishment of two

Stallion Breeding Studs at Ahmednagar and Mona (Rs 1,72,000); Re-introduction of signalling into all Batteries of Horse, Field, Heavy and Mountain Artillery (Rs 2,45,000); Establishment for the Cordite Factory, Wellington (Rs 80,000); Re-organisation of Artillery (Rs 3,00,000); Addition of 36 horses to each of the British Cavalry Regiments in India (Rs 2,76,000); Personnel required for the Rifle Factory at Ishapore (Rs 62,000); Increased provision for debit note telegrams (Rs 1,20,000) and more non-effective charges (Rs 80,000).

11. Against the foregoing increases there will be a partial set-off by reason of certain decreases, the most important of which are—

- (a) Less provision for the garrisons beyond the North-West Frontier and the Gilgit Agency, Rs 7,42,000.
- (b) Smaller provision for the troops which formed the Hyderabad Contingent, taking into account the re-organisation of the Cavalry and Infantry and disbandment of the Artillery, Rs 6,20,000.
- (c) Smaller provision for initial expenditure on account of the re-organisation of mule, pony and camel cadres, Rs 1,84,000.
- (d) Smaller provision has been made for ordinary requirements under Medical which accounts for a decrease of Rs 2,10,000.
- (e) Less provision causing a decrease of Rs 2,23,000 has been made for local stores and camp equipage.
- (f) Initial expenditure included in the Budget for 1903-1904 from the Schedules of September 1902 and February 1903, and also recurring expenditure on account of the Corps of India Coast Artillery, having been omitted from the Budget for 1904-1905, in the absence of sanction, accounts for a decrease of Rs 21,51,000.
- (g) The transfer to the Military Works estimates of charges hitherto borne by the military estimates on account of telegraphic and telephonic communications and railway sidings and platforms causes a decrease of Rs 1,03,000.

II.—Home (India) Military Estimates.

Revised Estimates, 1903-1904.

12. The Military Department is next concerned with the home estimates for army effective and non-effective charges.
- | | |
|--|--|
| <p>Comparison —
 Revised for 1903-1904
 and
 Budget for 1903-1904.</p> | <p>The Home Budget Estimates for 1903-1904 made provision for a gross expenditure of £5,088,800, but in the Revised Estimates the provision has been reduced to £5,052,600, or by £36,200.</p> |
|--|--|

This decrease in the Revised Estimate as compared with the Budget Estimate is chiefly brought about by reduced expenditure on stores; smaller "payments to the War Office in respect of British forces serving in India" and less expenditure on "Passage of officers and others not charged to Indian Troop Service"; partly counterbalanced by larger payments on account of furlough allowances; by increased expenditure in connection with the Indian Troop Service mainly due to arrears of previous years in respect of the cost of moving units, etc., from South Africa to India and to increase in freight of troops to India; and by the larger payments recorded under the head "Pay and Pensions of the Non-effective and Retired Officers of the Indian Service" owing to the transfer to this head of pensions formerly charged through the Remittance Account for adjustment against Berar Revenues.

13. The net figures of the Revised Estimate show an increase of £5,600 over those of the Budget Estimate for 1903-1904, due to less expenditure of £36,200, as explained above, and a decrease in receipts of £41,800.

Estimates, 1904-1905.

Comparison—
Budget for 1903-1904
and
Estimates for 1904-1905.

14. The estimated receipts and expenditure for 1904-1905 are as follows:—

	Receipts.	Expenditure.	Net expenditure.
	£	£	£
Effective	334,400	3,159,600	2,825,200
Non-effective	28,000	2,434,100	2,406,100
TOTAL	362,400	5,593,700	5,231,300

15. Under receipts credit is taken for contributions to be made to the extent of £230,000 by the Imperial Government in respect of the cost of the transport of troops, and of military charges for Aden in consequence of the recommendations of the Royal Commission on Indian Expenditure; compared with the Budget for 1903-1904 the receipts show an anticipated decrease of £135,500. This is brought about by decreases in the receipts on account of the Indian Troop Service, and in the value of articles in the possession of regiments on their transfer from the Indian to the British Establishment; and also by smaller contributions towards pensions of Indian native soldiers lent for Imperial Service owing to a decrease in the numbers of native soldiers so lent. The total gross anticipated expenditure for 1904-1905 is more by £504,900 than the amount provided in the Budget for the preceding year. This increase is chiefly accounted for by the increased requirements for stores, chiefly artillery equipment and rifles; additional provision for the retired pay, etc., of British forces for service in India to allow for the normal growth of this charge and for an adjusting payment in respect of 1902-1903; to larger provision for the furlough allowances of officers of the Indian Service which is necessitated with reference to recent payments; partly counterbalanced by smaller anticipated payments to the War Office in respect of the British forces serving in India due chiefly to a decreased charge for deferred pay and an expected refund by the War Office on this account in respect of 1902-1903.

16. The gross charges on account of effective services, as estimated for the coming year, include payments to the War Office in respect of the British forces serving in India (£556,000); furlough allowances and pay during the voyage of British forces serving in India (£113,000); furlough allowances of officers of the Indian Service (£240,000); Indian Troop Service (£333,800); passage of officers and troops otherwise than in transports (£19,000); miscellaneous (£34,000); and stores for India (£1,863,800).

17. The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£716,800); pay of the non-effective Colonels of Royal Artillery (£20,300); pay and pensions of non-effective and retired officers of the Indian Service (£1,560,000); miscellaneous pensions, etc., (£87,000); and the Indian Military Service Family Pensions (£50,000).

18. The net anticipated expenditure for 1904-1905 is more by £640,400 than that for the preceding year, and, as explained above, this is due to a decrease of £135,500 in receipts and to an increase of £504,900 in gross expenditure.

III.—Military Works Estimates.

19. Formerly a fixed grant, at first one crore of rupees, was allotted annually for all military works of every class, but of late years this sum has usually been exceeded owing to the increasing demands of the Army and Defences. A new

system of budgetting has therefore been introduced under which fixed grants are allotted, annually for a quinquennial period for (1) Repairs, (2) Establishments, (3) Barrack Department, (4) Original Works under Rs 50,000. All works costing over Rs 50,000 are considered separately, and a sum is allotted for them according to requirements and subject to financial exigencies. Under this system the control of the Finance Department is enhanced and the procedure will be in some degree analogous to that in the Public Works Department.

20. Excluding English expenditure, the Budget Estimate for 1903-1904 amounted to Rs 1,54,27,000 (£1,028,500); but these figures have been modified during the year by additional grants and by transfers to other heads of account. The final grant is Rs 1,53,10,000 (£1,020,700) and a lapse of Rs 4,10,000 (£27,300) on this amount is anticipated, which is due mainly to short outlay on stores.

21. The Budget Estimate for 1904-1905, excluding English expenditure, is Rs 1,55,84,000 (£1,038,900), or an increase over that of 1903-1904 of Rs 1,57,000 (£10,500).

22. The main heads of expenditure in the Military Works Estimate are these (in round figures):—

	R	£
Original works, including those in progress and those to be commenced	83,26,000	555,100
Repairs	36,49,000	243,300
Establishment and tools and plant	29,75,000	198,300
Barrack Department, establishment, supplies and tools and plant	9,00,000	60,000

23. In connection with the more important original works, expenditure amounting to Rs 6,32,000 (£35,400) will be incurred on water-supply projects; Rs 7,00,000 (£46,700) will be spent on electric lighting and punkah-pulling installations in barracks; provision has been made in the Budget for Rs 30,000 (£2,000) for completing the cordite factory in the Nilgiris; Rs 6,00,000 (£40,000) for the central gun-carriage factory at Jubbulpore; Rs 6,00,000 (£40,000) for a small arms factory at Ishapore; Rs 7,00,000 (£46,700) for steel and cartridge-metal rolling mills at Ishapore. Progress will be made towards the completion of the requirements of volunteer corps in the matter of buildings, armouries, etc., and special allotments have been entered in the budget in connection with the scheme for improving rifle ranges for regular troops and volunteers. The remaining original works include new hospitals, barracks, buildings for a medical store depôt at Calcutta, etc., and provide for the ordinary requirements of the Ordnance, Remount and Marine Departments and of the Supply and Transport Corps.

24. Provision is made for 146 new major works and schemes of which 55 are in progress and 91 have yet to be commenced. A sum of Rs 6,30,000 (£42,000) is allotted to minor works, each costing not more than Rs 2,500.

IV.—Special Defences.

25. Excluding English expenditure, the Budget Estimate for 1903-1904 was Rs 18,00,000 (£120,000); the Revised Estimate of expenditure is taken at Rs 3,36,000 (£22,400). The lapse is mainly due to short outlay on stores; but the Indian grant also has not been fully expended.

26. The Budget Estimate for 1904-1905, excluding English expenditure, is Rs 16,00,000 (£106,700).

V.—Marine Estimates.

Revised Estimates, 1903-1904.

27. The net total of the Budget Estimate of the Royal Indian Marine for 1903-1904 was Rs 16,04,000 (£106,933); the Revised Estimate stands at Rs 10,27,000 (£68,466) showing decrease of Rs 5,77,000 (£38,467).

Comparison—
Revised for 1903-1904.
Budget for 1903-1904.

28. The decrease is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial service, counterbalanced to some extent by increased expenditure in connection with the hire and fitting of transports for the Aden Boundary Commission, and the cruise of His Excellency the Viceroy, in the Persian Gulf.

Estimates, 1904-1905.

29. The net total of the Marine Estimates for 1904-1905 is Rs 20,10,000 (£134,000), against Rs 16,04,000 (£106,933), the total of the Budget for 1903-1904, showing an increase of Rs 4,06,000 (£27,067) which is chiefly due to provision being made for charges in connection with the return of the troops with the Aden Boundary Commission.

E. R. ELLES.

March 23, 1904.

APPENDIX III.

Memorandum on Railway Development and working by the
Honourable Sir A. T. Arundel, K.C.S.I. (March 1904).

Our programme of capital expenditure on railways for the year 1904-1905 has been prepared on the same lines as before; and, as on previous occasions, has been limited not by the amount which the full development of the country could employ or by that which the existing organisation could profitably spend on that development, but by the amount which the Government can make available. This amount, I am glad to say, provides for a larger expenditure on railway development next year than has ever been possible before. That it is not however by any means so large as to meet all the claims upon it, is evident from the following figures contrasting the amounts which have been asked for by the various railway administrations concerned or for projects which have been accepted as necessary, with those which we have been able to allot:—

	Demand. Lakhs.	Allotment. Lakhs.
(a) Open lines, including rolling stock	645.78	548.67
(b) Lines already under construction—		
(i) Begun prior to 1903-04	379.53	351.84
(ii) „ during 1903-04	168.05	148.11
(c) New lines to be begun in 1904-05	248.52	91.38
	<hr/>	<hr/>
(d) Purchase of lines	1441.88 60.00	1140.00 60.00
	<hr/>	<hr/>
TOTAL	1501.88	1200.00

2. As usual the principle has been followed of providing for the needs of open lines and lines already under construction before deciding to undertake the construction of new ones, and in doing this the necessity for providing for the additional rolling stock necessary to cope with the growth of traffic has not been overlooked. Although the number of goods wagons in India has been increased from 76,471 in 1898 to 94,796 in 1902, *i.e.*, by about 24 per cent. in five years, and although 11,731 more wagons have since been supplied or are under order, we have considered it desirable to provide no less than about 300 lakhs to pay for the latter and provide for further increases of rolling stock during the coming year.

3. The following statement shows the growth of expenditure on railway development by Government during the past five years:—

Year.	Open lines, including Rolling Stock.	LINES UNDER CONSTRUCTION.		Total.
		Started in previous years.	Started in current year.	
	Lakhs.	Lakhs.	Lakhs.	Lakhs.
1900-01 (actual expenditure)	528.22	251.10	18.34	797.66
1901-02 ditto	352.58	509.06	25.64	887.28
1902-03 ditto	481.74	452.50	71.52	1005.76
1903-04 (latest grants)	398.81	511.20	72.06	982.07
1904-05 (proposed grants)	548.67	499.95	91.38	1140.00

4. The details of the distribution of the allotment for next year are shown in statement A, and a complete list of the railways already opened, now in hand, or about to be

started, is given in statement D. The following are the chief new items of the construction part of the programme, *viz.* :—

I. Lines started in 1903-1904 :—

Railway.	Length in miles.	ALLOTMENTS.	
		1903-1904.	1904-1905.
Khurja-Hapur Extension, East Indian railway	38·87	} 3'00	{ 10'00
Ondal-Sainthia Chord, ditto	43'62		
Kaunia-Bonarpara branch, Eastern Bengal State railway	44'25	8'50	10'00
Hyderabad-Badin Extension, North Western railway	61'00	17'80	18'61
Jech-Doab, Southern Section ditto	103'00	8'68	20'00
Hapur-Meerut branch, Oudh and Rohilkhand railway	19'50	4'25	1'50
Rewari-Phulera Chord, Rajputana Malwa railway	133'32	11'65	28'00
Bairagnia-Shikarpur, Tirhoot State railway	58'05	} 18'18	50'00
Bettiah-Bagaha, ditto	49'35		
Mansi-Baptiahi, ditto	78'62		
Sakri-Jainagar, ditto	30'47		
Shikarpur-Bikna Thori, ditto	21'50		
TOTAL	681'55	72'06	148'11

II. Lines proposed to be commenced in 1904-1905 :—

Railway.	Length in miles.	Allotments proposed for 1904-1905.
Pench Valley Coal Branch, Bengal Nagpur railway	25	5'00
Nagda-Bara-Mutra-Aligarh, Bombay, Baroda and Central India rly.	302	20'00
Henzada-Kyangin, Burma railways	66	} 15'00
Pegu-Moulmein, ditto	122	
Katihar-Malda branch, Eastern Bengal State railway	50	30'00
Coonoor-Ootacamund, Nilgiri railway	12	10'00
Jullundur-Kapurthala (British Section) North Western railway	7	2'00
Khushalgarh-Kohat Conversion and Indus Bridge, ditto	33	9'38
TOTAL	707	91'38

5. Besides these lines, arrangements have been concluded for the construction of the following railways by private enterprise not directly guaranteed or otherwise aided by the State :—

Railway.	Gauge.	Length.	Approximate cost in lakhs.
Ludhiana-Ferozepur-McLeodganj, Southern Punjab railway	5' 6"	163'06	87'19
Gainsari-Jarwar branch, Bengal and North-Western rly.	3' 3 $\frac{3}{4}$ "	12'56	3'07
Gorakhpur-Bagaha Extension, ditto ditto	3' 3 $\frac{3}{4}$ "	60'94	24'83
Kopaganj-Dohrighat, ditto ditto	3' 3 $\frac{3}{4}$ "	21'70	6'43
Uska Bazar-Tulsipur Extension, ditto ditto	3' 3 $\frac{3}{4}$ "	52'54	23'83
Bareilly-Soron, Rohilkund and Kumaon railway	3' 3 $\frac{3}{4}$ "	55'80	55'73
Lalkua-Kashipur, ditto ditto	3' 3 $\frac{3}{4}$ "	40'00	10'00
Moradabad-Ramnagar, ditto ditto	3' 3 $\frac{3}{4}$ "	47'00	16'00
Barasat-Basirhat Tramway	2' 6"	26'00	9'50
Pandharpur and Tadwala Extensions, Barsi Light rly.	2' 6"	57'37	31'49
Tuna-Bundar Anjar Extension, Cutch State railway	2' 6"	11'86	2'31
Moharbanj State railway	2' 6"	28'50	6'60
Sabalgarh-Sheopur Extension, Gwalior Light railway	2' 6"	69'00	19'10
Matheran Light Tramway	2' 0"	12'00	10'00

and negotiations are in progress, which we hope will result in the early construction of the following in a similar manner :—

Railway.	Length in miles.	Gauge.	Estimated cost. Rs.
Amritsar-Pati, North Western railway	27	5' 6"	13,39,000
Mymensingh-Bara Ari with a branch to Gauripur, Eastern Bengal State railway	36½	3' 3½"	22,15,812
Bezwada-Masulipatam, Southern Mahratta railway	50	3' 3½"	27,89,406
Guntur-Repalle, ditto	38	3' 3½"	17,33,687
Kurnool Road-Kurnool, ditto	32	3' 3½"	7,11,000
Phirangipuram-Gurzala, ditto	50¾	3' 3½"	12,59,641
Rawalpindi-Murree with extensions to Kuldana and Gharial, North Western railway	50	2' 6"	41,34,077
Singhjani-Nalitabari, Eastern Bengal State railway	25	2' 6"	12,38,886

6. Towards the close of the current year we have been approached by the owners of the following lines, *viz.* :—

	Gauge.	Length in miles.
Segaulie-Raksaul railway, Bengal and North-Western railway	3' 3½"	18.09
Brahmaputra-Sultanpur railway, Eastern Bengal State railway	3' 3½"	59.37
Cooch Behar State railway, Eastern Bengal State railway	2' 6"	33.60
Ranaghat-Krishnagar Light railway, ditto	2' 6"	20.25

with a view to the purchase of the lines by the State; and, after consideration of the value of each as a commercial undertaking, Government propose to purchase them at an aggregate cost of about 60 lakhs. It is expected that the transactions will shortly be completed. The purchase of the last named line is, of course, a result of the construction of the new Ranaghat-Murshidabad line in its neighbourhood; but as regards the rest, it seems somewhat disappointing that after all the endeavours made with the intention of encouraging landowners and capitalists to embark in railway enterprise in India, the owners of the first two lines should consider it better to sell than to wait for the development of traffic which must in time make those lines remunerative investments.

7. This incident, and the fact that but few offers have been received for concessions on branch line or rebate terms, clearly show that, in the present state of the market, money cannot be attracted for railway enterprise in India except by a firm guarantee of a minimum interest at least as high as is paid on direct Government loans, or unless the promoters can be assured of a much higher rate of profit than Indian railways as a rule are likely to earn during the first few years after opening. This matter has been dealt with by Mr. T. Robertson in his report on the working of Indian railways, and his remarks are receiving the careful consideration of this Government and of the Secretary of State, but it will probably be some time before a conclusion can be arrived at.

8. It is satisfactory to observe that there are indications that the offer made by the Government of India to encourage Local Boards to finance light railways in their own districts by advancing them money on the security of their entire resources is likely to be availed of by the District Board, Kistna, for the construction of one or more of the following lines :—

- (a) Bezwada-Masulipatam,
- (b) Guntur-Repalle,
- (c) Phirangipuram Gurzala,

in the event of the promoters who have endeavoured to form a company to construct these lines failing to raise the necessary funds within the time fixed, *vide* Statement C.

9. At the beginning of the official year 1903-1904, there were 26,308 miles of railway open for traffic and 2,650 miles under construction. Since then and up to the date

of going to press 738 miles have been added to the former figure, and before the end of this month an addition of 100 miles is expected. This will raise the total length of railways open for traffic at the close of the year 1903-1904 to 27,144 miles (*vide* Statement D).

During the current year sanction was accorded to the construction of 1,282 miles of railways, details of which are to be found in Statement D, and there are now 3,044 miles under construction or sanctioned for construction.

10. The railways of India, taken as a whole, for the fourth year in succession show a balance to the credit of the general revenues after paying working expenses, interest charges and payments for annuities in redemption of Capital. The approximate figures for 1903-1904, as compared with the three previous years, are as follows :—

	1900-1901. Lakhs.	1901-1902. Lakhs.	1902-1903. Lakhs.	1903-1904. Lakhs.
Surplus of revenue over expenditure .	48.77	126.99	34.34	128.19

11. Compared with the figures of the previous year the results for the year 1903-1904 show an improvement of 93.85 lakhs. The receipts are more by 195.83 lakhs, the working expenses are higher by 64.29 lakhs, while interest charges, etc., have increased by 37.69 lakhs. In 1902-1903 although there was an improvement in the earnings of certain railways due to the Delhi Durbar, the installation of His Highness the Maharaja of Mysore and certain religious fairs, a considerable falling-off occurred in the earnings of the East Indian, North Western and Rajputana Malwa railways owing to an abnormal depression in the coal trade and in grain and pulse traffic. In the Budget Estimate for 1903-1904 due allowance was made for general improvement in traffic, particularly on the lines that were so backward in the previous year, and the above result shows that although adverse conditions remain much the same on the Rajputana Malwa railway, the improvement has been marked on some of the larger lines, the traffic on which has been exceptionally favourable. The increase in working expenses occurs chiefly on the Great Indian Peninsula railway system and on the Burma, Eastern Bengal State and North Western railways, where largely increased outlay has been necessary on maintenance and renewals of way and rolling stock and on repairs to flood damages. The charges for interest, etc., rise with the steadily increasing expenditure on Capital account, but this increase is more than covered by the increase in profits above quoted. The large surpluses of the last four years are full of encouragement for the construction of carefully selected extensions and projects in the future.

A. T. ARUNDEL.

CALCUTTA ;

The 23rd March 1904.

STATEMENT A IN APPENDIX III.

STATEMENT

OF

Anticipated Capital Expenditure on Railways, Open or under Construction,
for the year 1904-1905.

Branch lines under Rebate terms are excluded.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905.

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Grants allotted for 1903-1904.	Distribution of grants during 1904-1905.
	I.—OPEN LINES.	R	R
	I.—BY STATE AGENCY.		
1	Eastern Bengal	49'15	50'00
2	Do. Improved facilities near Calcutta	12'04	10'86
3	Do. Rungpur-Dhubri	1'41	1'50
4	Oudh and Rohilkhand	29'60	27'48
5	North Western	34'52	65'62
6	Warora Colliery	—0'46	—0'25
7	Frontier Railway Reserve	0'10	...
8	Jodhpur-Hyderabad (British Section)	0'03	0'08
	Total Open Lines by State Agency	126'39	155'29
	II.—BY THE AGENCY OF MAIN LINE COMPANIES.		
9	East Indian	71'09	71'17
10	Do. Colliery Sidings	2'91	1'33
11	Rajputana Malwa	16'70	18'00
12	Tirhoot and Hajipur-Katihar	10'50	15'00
13	South Indian	5'00	12'00
	„ Madura—Pamban	6'53	1'56
14	Great Indian Peninsula	32'66	100'00
15	Do. Bhopal-Itarsi (Brit. Sec.)	1'74	2'00
16	S. M. Ry., Guntakal-Mysore Frontier	'05	0'24
17	N. G. S. Ry., Bezwada Extension	0'15	0'03
18	Madras Railway—North-East (East Coast) Line	26'50	20'00
19	Do. Nilgiri	0'03	3'60
20	{ Assam Bengal—Construction	36'48	20'00
	„ Land		
	„ Jetties		
	Total Open Lines by Agency of Main Line Companies	210'34	264'93
	Carried over	336'73	420'22

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—contd.

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Grants allotted for 1903-1904.	Distribution of grants during 1904-1905.
	OPEN LINES— <i>contd.</i>	R	R
	Brought forward	336.73	420.22
	III.—AGAINST THE CAPITAL ACCOUNTS OF THE OLD GUARANTEED RAILWAY COMPANIES.		
21	Madras	1.56	33.00
22	„ Calicut-Cannanore	2.00	0.30
23	Bombay, Baroda and Central India	—0.39	5.21
24	„ „ „ „ Godhra Baroda chord	23.60	3.24
	Total Open Lines, old Guaranteed Companies	26.77	41.75
	IV.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.		
25	Bengal Central	0.50	0.66
26	Bengal Nagpur (including Northern Section of East Coast Railway)	12.71	12.00
27	Burma	29.53	32.52
28	(Great Indian Peninsula), Indian Midland	34.84	27.27
29	R. & K. Ry. Lucknow-Bareilly	3.84	0.54
30	Southern Mahratta	0.80	12.00
31	„ Mysore Section	1.20	1.21
	Total Open Lines, other Railway Companies	83.42	86.20
	V.—CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WITH A FIRM GUARANTEE.		
32	Hardwar-Dehra	0.54	0.50
33	Brahmaputra-Sultanpur	0.50	...
	Total Open Lines by Branch Line Companies	1.04	0.50
34	Purchase of four Railways* . . . . .	...	60.00
	TOTAL OPEN LINES—carried over	447.96	608.67

* Cooch Behar, Brahmaputra-Sultanpur, Ranaghat-Krishnagar, and Segowlie-Raksaul.

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1903-03.	Grants allotted during 1903-04.	Distribution of grants during 1904-05.
		Miles.	₹	₹	₹	₹
	TOTAL OPEN LINES—brought forward	...	...	...	447'96	608'67
II.—LINES UNDER CONSTRUCTION.						
I.—BY AGENCY OF MAIN LINE COMPANIES.						
35	East Indian-Gya Asansol Grand Chord	99	1,41,14	25'7	50'50	50'00
36	Ditto Shikohabad-Farukhabad	66	45,20	7'4	10'00	15'00
37	Ditto Ondal Sainthia	44	43,55	}	}	3'00
38	Ditto Khurja Hapur	39	26,08			
39	B. B. & C. I. Ry. Rewari Phulera Chord	133	53'25	...	11'65	28'00
40	Tirhoot State Railway—Mansi-Baptiahi and other extensions	238	1,25,72	...	18'18	50'00
41	S. I. Ry. Tinnevely-Quilon, British Section	50	45,06	33'2	6'36	3'00
42	Ditto, Native State Section	58	1,12,65	82'0	25'01	3'30
	Ditto, Marina Loop . . . . .	...	...	...	—'05	...
43	Madras Ry. Azikhal-Mangalore	77	1,08,63	3'9	32'18	50'00
	TOTAL	...	...	152.2	156'83	219'36
II.—AGAINST THE CAPITAL ACCOUNT OF THE OLD GUARANTEED RAILWAY COMPANIES.						
	TOTAL	...	...	...	...	...
III.—AGAINST THE CAPITAL ACCOUNT OF INDIAN RAILWAY COMPANIES OTHER THAN THE OLD GUARANTEED RAILWAY COMPANIES.						
44	Bengal-Nagpur Sini-Midnapur-Cuttack-Calcutta	353	8,02,45	809'5	50'82	51'40
45	Ditto Jubbulpore-Gondia (Satpura)	253	85,11	63'5	34'42	17'10
46	Ditto Midnapur-Jherria Extension	114	1,07,81	125'8	65'43	24'40
47	Ditto Colliery lines	25	18,54	17'6	9'60	1'00
48	Ditto Chowrassi Branch	9	5,67	3'1	2'53	...
49	Ditto Hariharpur Bocjoodih	28	31,57	0'2	6'67	15'00
50	Ditto Reserve for new lines (Pench Valley)	25	9,00	...	1'26	5'00
51	Burma Railways, Henzada Kyangin	} 188	168,00	...	...	15'00
52	Ditto Pegu-Moulmein					
		...	...	10'19'7	170'73	130'00
	Total Lines under Construction—carried over	...	...	...	327'86	349'30
	TOTAL OPEN LINES—carried over	...	...	...	447'96	608'67

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—*contd.*

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Length.	Amount of estimate or approximate cost.	Outlay to end of 1902-03.	Grants allotted during 1903-04.	Distribution of grants during 1904-05.
		Miles.	₹	₹	₹	₹
	Total Open Lines—brought forward . . . . .	...	...	...	447.96	608.67
	Total Lines under Construction—brought forward . . . . .	...	...	...	327.56	349.36
LINES UNDER CONSTRUCTION— <i>contd.</i>						
III.—BY THE STATE.						
53	E. B. S. Ry.—Dhubri-Gauhati	151	92.31	0.7	14.35	10.23
54	„ Kaunia Bonarpara	45	21.79	...	8.50	10.00
55	„ Moorshidabad Branch	96	84.48	7.0	40.00	35.29
56	O. and R. Ry., Allahabad-Fyzabad	97	1,17.09	59.6	41.89	10.75
57	„ Hapur-Meerut	20	5.75	...	4.25	1.50
58	N. W. Ry., Hyderabad Badin	61	32.46	...	17.80	18.61
59	„ Quetta-Nushki	82	70.06	8.0	25.89	25.00
60	„ Jech-Doab (Southern Section)	52	25.70	...	8.68	20.00
61	Madras Ry.—Coonoor-Ootacamund	12	22.00	...	...	10.00
62	Agra-Delhi Chord	121	90.76	19.3	45.19	35.20
63	Reserve for New Lines . . . . .	...	...	...	...	65.39
	Total Lines under Construction by the State . . . . .	...	...	94.6	206.55	241.97
	TOTAL—LINES UNDER CONSTRUCTION . . . . .	...	...	...	534.11	591.33
	TOTAL—OPEN LINES . . . . .	...	...	...	447.96	608.67
	GRAND TOTAL . . . . .	...	...	...	982.07	12,00.00

CAPITAL EXPENDITURE ON RAILWAYS—1904-1905—concl'd.

(Figures in Lakhs and Decimals of Lakhs.)

No.	RAILWAY.	Distribution of grants during 1904-1905.
ABSTRACT BY OPEN LINES AND CONSTRUCTION.		
I.—CAPITAL FOR OPEN LINES.		
i. By State agency		155'29
ii. By agency of Main Line Companies		264'93
iii. By " " old Guaranteed Companies		41'75
iv. By " " other Railway Companies		86'20
v. By " " Branch Companies		0'50
TOTAL OPEN LINE		548'67
Purchase of four railways		60'00
II.—CAPITAL FOR LINES UNDER CONSTRUCTION BY COMPANIES.		
i. By agency of Main Line Companies		219'36
ii. By " " old Guaranteed Railway Companies . . . . .		...
iii. By " " other Railway Companies		130'00
iv. By " " Branch Line Companies . . . . .		...
TOTAL LINES UNDER CONSTRUCTION BY COMPANIES		349'36
III.—CAPITAL FOR LINES UNDER CONSTRUCTION BY THE STATE		241'97
GRAND TOTAL		12,00'00
ABSTRACT SHOWING DISTRIBUTION BY FUNDS.		
I.—From Imperial Funds.	(i) By State Agency	(a) Open Lines 155'29
		(b) Construction 241'97
		Total 397'26
	(ii) By the Agency of Main Line Companies.	(a) Open Lines 264'93
		(b) Construction 219'36
		Total 484'29
Total I		881'55
II.—Against the Capital Account of the old Guaranteed Railway Companies.	(a) Open Lines	41'75
	(b) Construction . . . . .	...
	Total II . . . . .		41'75
III.—Against the Capital Accounts of Indian Railway Companies other than the old Guaranteed Railway Companies.	(a) Open Lines	86'20
	(b) Construction	130'00
	Total III . . . . .		216'20
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government Guarantee.	(a) Open Lines	0'50
	(b) Construction . . . . .	...
	Total IV . . . . .		0'50
TOTAL, I TO IV		548'67
V.—Purchase of four railways	(a) Open Lines	591'33
	(b) Construction	60'00
GRAND TOTAL		12,00'00

STATEMENT B IN APPENDIX III.

List of new lines to be taken up as funds permit, with the estimated yearly provision required to ensure an economical rate of progress when once started.

No.	Railway.	Length in Miles.	Estimated cost.	APPROXIMATE AMOUNT EACH YEAR.				
				1st.	2nd.	3rd.	4th.	Future.
	EAST INDIAN RAILWAY—		Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
1	Burdwan-Howrah Chord	42	56'33	10	20	26	...	...
2	Bhagalpur-Bausi-Baidyanath	76	56'00	10	20	26	...	...
3	Hoogly-Kutwa	65	63'12	4	30	30	...	...
4	Kutwa-Ahmedpur	32	32'00	2	10	20	...	...
5	Gya-Kutwa cross line	180	148'47	10	40	50	49	...
6	Fatepur-Markundi	72	98'46	10	40	49	...	...
7	Agra city Terminus . . . . .	...	15'00	5	10	...	...	...
8	Rewa-Sutna	31	5'25	6	...	...	...	...
	BENGAL NAGPUR RAILWAY—							
9	Bankura (Bishenpur) Calcutta	105	246'00	20	50	50	50	76
10	Pench Valley Coal Branch	25	9'00	5	4	...	...	...
11	Vizianagram-Raipur	310	281'00	50	50	50	50	81
12	Ganjam District Light Railways	246	65'33	10	20	20	25	...
13	Gondia-Chanda (including Brahmapuri-Nagpur Branch).	222	100'82	40	40	21	...	...
14	Ranchi Plateau	127	45'04	10	20	15	...	...
15	Panchkura Luff Point	25	28'00	14	14	...	...	...
16	Chindwara-Nagpur	88	9'00	5	4	...	...	...
	EASTERN BENGAL STATE RAILWAY SYSTEM—							
17	Katihar-Malda	50	42'00	30	12	...	...	...
18	Sara Bridge . . . . .	...	130'00	30	40	40	20	42
19	Mymensingh-Netrokana-Bara Ari	36	20'93	10	11	...	...	...
20	Singhani-Sherpur-Nalitabari	25	12'39	10	3	...	...	...
21	Dacca-Aircha	45	58'14	10	20	20	8	...
22	Serajganj-Natore	60	...	10	10	...	...	...
	BENGAL AND NORTH-WESTERN, ROHILKUND AND KUMAON RAILWAY SYSTEMS—							
23	Jaunpur-Azimgarh	35	14'00	4	10	...	...	...
24	Lalkua-Kashipur	40	10'00	3	7	...	...	...
25	Gograhat-Sitapur	58	25'00	5	20	...	...	...
26	Moradabad-Ramnagar	47	16'50	6	11	...	...	...
	OUDEH AND ROHILKHAND RAILWAY SYSTEM—							
27	Allahabad-Jaunpur	58	30'22	3	27	...	...	...
28	Pilibhit-Barmdeo	40	20'00	10	10	...	...	...
	NORTH WESTERN RAILWAY SYSTEM—							
29	Shahdera-Lyallpur	72	36'00	6	20	10	...	...
30	Larkhana-Kambar	33	20'00	10	10	...	...	...
31	Kohat-Bannu	83	40'00	20	20	...	...	...
32	Khyber Railway	35	35'00	10	10	15	...	...
33	Kabul River Railway	55	127'09	10	20	30	40	27
34	Kashmir Railway	70	70'00	10	20	30	10	...
35	Jullundar-Kapurthala (British Section)	7	3'99	3	...	...	...	...
	BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—							
36	Bombay-Sind Connection (Viramgam-Badin)	290	280'00	10	30	30	30	180
37	Deesa-Tharad	85	22'72	10	13	...	...	...
38	Nagda-Bara-Muttra-Aligarh	392	381'16	20	40	40	50	232
	JODHPUR-BIKANER RAILWAY SYSTEM—							
39	Bara-Ajmer-Marwar	213	137'00	16	48	48	25	...

STATEMENT B IN APPENDIX III—*contd.*

No.	Railway.	Miles.	Estimated cost.	APPROXIMATE AMOUNT EACH YEAR.				
				1st.	2nd.	3rd.	4th.	Future.
			Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.	Lakhs.
GREAT INDIAN PENINSULA RAILWAY SYSTEM—								
40	Warora-Chanda	42	46'00	10	20	16	...	...
41	Itarsi-Nagpur	250	...	10	10	10	10	...
42	Multai-Wardha	91	...	5	10	10	10	...
43	Warora-Belapur	160	31'94	5	20	7	...	...
44	Belapur-Warangal	38	...	5	10	10	10	...
45	Harpalpur-Kalpi	102	15'91	10	6	...	...	...
46	Harpalpur-Nowgong	19	2'98	3	...	...	...	...
47	Khandwa-Akola-Basim-Purna	252	170'00	20	40	40	40	...
48	Khamgaon-Jalna	94	32'65	10	10	13	...	30
MADRAS RAILWAY—								
49	Podanur-Dindigal	115	85'00	10	30	30	15	...
50	Salem-Atur	36	17'60	7	11	...	...	...
SOUTHERN MAHRATTA RAILWAY SYSTEM—								
51	Bezwada-Masulipatam	50	27'90	7	10	10	...	...
52	Kurnool Road, Kurnool	32	7'11	8	...	...	...	...
53	Guntur-Repalle	38	17'34	7	10	...	...	...
54	Phiranjeepuram-Gurzala (famine feeder)	51	12'00	3	9	...	...	...
SOUTH INDIAN RAILWAY SYSTEM—								
55	Nanjangud-Erode	121	123'03	23	50	50	...	...
56	Trichinopoli-Tirukoilur	97	74'43	10	30	35	...	...
57	Rameswaram Extension	12	119'97	10	50	60	...	...
58	Kalikiri-Rayachoti (famine feeder)	34	10'76	3	8	...	...	...
BURMA RAILWAYS SYSTEM—								
59	Pegu-Syriam	100	64'00	10	20	34	...	...
60.	Sagaing bridge . . . . .	...	44'44	10	20	15	...	...

STATEMENT C IN APPENDIX III.

Statement showing the lines of railway proposed, or which were or are the subject of negotiations, for construction by private Companies.

No.	Name of railway.	Length.	Estimated cost.	REMARKS.
	<i>Bengal—</i>	Miles.	₹	
1	Burdwan-Cutwa	34	26,49,000	} Negotiations pending.
2	Hooghly-Cutwa-Ahmedpur (or Sainthia)	97	95,12,000	
3	Mymensingh, <i>vid</i> Netrakona, to Bara-Ari, with branch from Shambhuganj to Gauripur	36½	22,16,000	Negotiations in progress.
4	Phulbari-Sumjhia	13	4,42,000	} Negotiations pending.
5	Shibnibash (Kissengunge)—Kotchandpur-Magura	64	49,94,000	
6	Singhjani, <i>vid</i> Sherpur, to Nalitabari	25	12,39,000	Negotiations in progress.
	<i>Hyderabad—</i>			
7	Raichur-Wondalli	43	12,53,000	Concession granted in June 1900, but scheme no further advanced.
	<i>Madras—</i>			
8	Bellary-Rayadrug	33	8,33,000	} Under construction out of the Famine Insurance Grant.
9	Hospet-Kottur	38	10,37,000	
10	Berhampore-Russelkonda	49	14,91,000	Negotiations have not advanced.
11	Bezwada-Masulipatam	50	27,89,000	} Negotiations still proceeding, the promoters having asked for the exclusion of the Kurnool Road (Dhone)—Kurnool railway from the scheme and for an extension of time for six months from the date of approval of the revised estimates for the remainder.
12	Guntur-Repalle	38	17,34,000	
13	Kurnool Road (Dhone)—Kurnool	32	7,11,000	
14	Phirangipuram-Gurzala	51	12,60,000	
15	Vizianagram-Raipur with Sointilla branch	359	2,81,05,000	Negotiations terminated owing to the promoters' inability to form a company on the terms offered.
	<i>North-West Frontier—</i>			
16	Sarai Kala-Abbottabad-Kashmir frontier	80	91,00,000	Consideration postponed pending a decision on the Kashmir railway scheme.
	<i>Punjab—</i>			
17	Amritsar-Tarn Taran-Patti	27	13,39,000	Negotiations in progress.
18	Jullundur-Hoshiarpur	24	14,10,000	Negotiations pending.
19	Kangra Valley	90	59,35,000	} Negotiations closed owing to the promoters' inability to form a company on the terms offered.
20	Rawalpindi-Murree with extensions to Kuldana and Gharial	50	41,34,000	
	<i>Rajputana—</i>			
21	Baran-Ajmere-Marwar	213	1,36,67,000	Proposals rejected owing to the promoters' requiring a firm guarantee in sterling.

STATEMENT D IN APPENDIX III.

Memorandum on the construction of Railways.

At the commencement of 1903-1904, i.e., on the 1st April 1903, the total length of railways open for traffic was 26,307·72 miles, made up as follows:—

Miles. Miles.

	Miles.	Miles.
East Indian	1,981·15	
Bengal Central (a)	125·01	
Bengal-Nagpur	1,665·17	
Indian Midland	(b) 798·53	
Great Indian Peninsula	1,661·63	
Khamgaon	8	6,751·51
Amraoti	(b) 18·11	
Bhopal-Itarsi (British section)	(a) 141·14	
Godhra-Rutlam-Nagda	(d) 20·58	
Benwada extension	(e) 497·19	
Madras (North-East line)	(e) & (f) 2,077·50	
North Western	1,063·64	4,418·16
Oudh and Rohilkhand	277·02	
Eastern Bengal	360·68	
Bombay, Baroda and Central India	888·10	1,348·78
Madras	(i) 162·24	
Delhi-Umballa-Kalka	(i) 22·23	
Tarapur	(i) 78·78	
South Behar	(j) 421·72	875·47
Southern Punjab	(k) 32·04	
Hardwar-Dehra	(l) 155·48	
Tapti Valley	(b) 145·63	
Bina-Goonab-Baran	(b) 113·27	
Bhopal-Ujjain	(b) 44·28	
Bhopal-Itarsi (Native State section)	330·13	709·93
The Nizam's Guaranteed State	(e) 24·32	
Nagda-Ujjain	(e) 21·50	
Petlad-Cambay (Anand-Tarapur section)	(e) 10·92	
Petlad-Cambay (Tarapur-Cambay section)	(e) 9·88	
Kolar Gold-fields	(j) 107·05	
Rajpur-Bhatinda	(j) 15·92	201·63
Jammu and Kashmir (Native State section)	(j) 78·66	
Ludhiana-Dhuri-Jakkal		
Bengal and North-Western—		
Tirhoot section	516·89	
Company's section (l)	813·72	
Rohilkhand and Kumaon (Lucknow-Bareilly section)	(n) 231·17	
Rajputana-Malwa	(a), (h) & (m) 1,648·36	
Rajputana-Deesa	(e) 17·28	
Southern Mahratta	1,042·04	
Guntakal-Mysore frontier	(n) 119·50	
Mysore section (Southern Mahratta)	(n) 296·22	7,994·50
Nigriti	(e) 16·90	
South Indian	1,123·13	
Tanjore District Board	(o) 71·11	
Assam Bengal	643·71	
Burma	1,311·44	
Jodhpur-Hyderabad (British section)	(p) 123·98	
Tinnevely-Quilon (Travancore) (British section)	(o) 19·05	
Eastern Bengal—		
Northern Behar and Kaimua-Dhubri sections (including the Kaimua-Kurigram branch, and British section, Cooch Behar-Santabari extension, 5' 6" gauge)	535·24	
Dacca section	85·92	700·76
Cawnpore-Burhwal (Meira gauge line)	(q) 79·60	
Deoghar	4·79	
Brahmaputra-Sultanpur	(r) 59·37	
Mymensingh-Jamulpur-Jagannathganj	(r) 53·14	
Rohilkhand and Kumaon (Company's section)	53·92	
Bengal Doars	26·40	
Bengal Doars extensions	106·76	500·67
Dibru-Sadiya	77·50	
Ledo and Tikak-Margherita Colliery	(s) 11·00	
Ahmedabad-Parantli	(s) 54·70	
Sagauli-Raxaul	(s) 18·09	
Ahmedabad-Dholka	(s) 25·00	
Vijapur-Kalot-Kadi	(s) 29·44	
Gadkwar's Mehsana	(s) 92·63	
Hyderabad-Godavari Valley	(d) 391·42	
Kolhapur	(n) 29·27	712·58
Hindapur (Yesvantpur-Mysore frontier)	(n) 51·35	
Mysore-Nanjangud	(n) 15·80	
Birur-Shimoga	(n) 37·92	
Shoranur-Cochin	(e) 64·75	
Jodhpur-Bikaner	700·29	
Udaipur-Chitor	67·30	
Bhavnagar-Gondal-Junagad-Forbandar	(u) 334·19	1,223·04
Jetalsar-Rajkot	(v) 46·21	
Jamner	(v) & (w) 54·22	
Dhrangadra	(v) 20·83	
West of India Portuguese	(n) 51·13	
Pondicherry	(e) 7·85	73·61
Karaikal-Peralam	(e) 14·65	
Bengal-Nagpur—Rajpur-Dhamtari branch (a' 6")	36·00	(y) 58·24
Jorhat (a' 6")	(f) 40·25	
Nowshera-Durgal (a' 6")	(j) 29·70	106·13
Khusalgarh-Kohat-Thal (a' 6")	(j) 6·18	
Dandot Light (a' 6")	51·00	
Darjeeling-Himalayan (a' 6")	21·59	
Barsi Light (a' 6")	28·69	
Hawrah-Amra (a' 6")	19·75	
Hawrah-Sheakhala (a' 6")	20·25	239·76
Ranaghat-Krishnagar (a' 6")	31·12	
Trakesswar-Magra (a' 6")	20·10	
Terpur-Balpara (a' 6")	(w) 39·50	
Powayan Light (a' 6")	7·76	
Tilaton-Duyinzalk Light (a' 6")	(e) 78·80	
Gickwar's Dabhol (a' 6")	(e) 37·37	266·99
Rajpura (a' 6")	(j) 24·68	
Patakimedi Light (a' 6")	(b) 126·14	
Gwalior Light (a' 6")		
Cooch Behar (a' 6")	(r) 33·60	
Morvi (a' 6")	91·26	

5' 6" gauge—

(i) State lines worked by companies . . . 6,751·51

(ii) State lines worked by the State . . . 4,418·16

(iii) Guaranteed companies . . . 1,348·78

(iv) Assisted companies . . . 875·47

(v) Lines owned by native states and worked by companies . . . 709·93

(vi) Lines owned by native states and worked by state railway agency . . . 201·63

3' 3½" gauge—

(vii) State lines worked by companies . . . 7,994·50

(viii) State lines worked by the State . . . 700·76

(ix) Assisted companies . . . 500·67

(x) Lines owned by native states and worked by companies . . . 712·58

(xi) Lines owned and worked by native states . . . 1,223·04

(xii) Foreign lines . . . 73·61

Special (a' 6" and a' 0") gauges—

(xiii) State lines worked by companies . . . 56·24

(xiv) State lines worked by the State . . . 106·13

(xv) Assisted companies . . . 239·76

(xvi) Lines owned by native states and worked by companies . . . 266·99

(xvii) Lines owned by native states and worked by state railway agency . . . 33·60

(xviii) Lines owned and worked by native states . . . 94·36

TOTAL . . . 26,307·72

Although for convenience classed amongst State railways, this line is the property of the Bengal Central Railway Company.

Worked by the Great Indian Peninsula Railway Company.

Worked by the Bombay, Baroda and Central India Railway Company.

Worked by His Highness the Nizam's Guaranteed State Railways Company.

Worked by the Madras Railway Company.

Including 1·06 miles laid on a mixed (5' 6" and 3' 3½") gauge, and 0·31 mile on the 3' 3½" gauge.

Including 5·63 miles of military line not used for public traffic.

Including 25·28 miles of mixed (5' 6" and 3' 3½") gauge between Kot Kapura and Bhatinda, worked over by the North Western State and Rajputana-Malwa railways.

Worked by the East Indian Railway Company.

Worked by the North Western State railway.

Worked by the Oudh and Rohilkhand State railway.

Includes the Viramgam-Wadhwan section, 39·23 miles, converted from the 5' 6" gauge to the 3' 3½" gauge on 14th December 1903.

The line was purchased by Government with effect from the 1st January 1903.

Excludes 39·23 miles of the Viramgam-Wadhwan section converted from the 5' 6" gauge to the 3' 3½" gauge on the 14th December 1903.

(i) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.

(m) Including 2·10 miles at Ujjain and 3·07 miles between Jumna East Bank and Agra Cantonment, laid on the 5' 6" gauge.

(n) Worked by the Southern Mahratta Railway Company.

(o) Worked by the South Indian Railway Company.

(p) Worked by the Jodhpur-Bikaner railway.

(q) Excluding 3·66 miles of the Lucknow-Bareilly railway between Daliganj and Aishbagh, but including the length, Bara Banki to Burhwal, 16·79 miles, and the length over the Cawnpore bridge, 0·59 mile, laid on a mixed gauge.

(r) Worked by the Eastern Bengal State railway.

(s) Worked by the Assam Railways and Trading Company.

(t) Worked by the Bengal and North-Western Railway Company.

(u) Including 4·87 miles of Bhavnagar Dock estates and Junagad quarry lines.

(v) Worked by the Bhavnagar-Gondal-Junagad-Forbandar railway.

(w) Including 3·99 miles of Bedi-Bandar Dock estate siding.

(x) Worked by the Rohilkund and Kumaon Railway Company.

(y) Worked by the Bengal-Nagpur Railway Company.

Classed as a State railway in consequence of the lease in perpetuity of the Assigned Districts of Berar to the British Government with effect from the 1st October 1901, and treated as an integral part of the Great Indian Peninsula railway undertaking as from the 1st January 1903.

And the mileage under construction or sanctioned for construction on the same date was 2,649·70 miles, as follows :—

	Miles.	Miles.
<i>5' 6" gauge—</i>		
(i) State lines worked by companies	441'92	
(ii) State lines worked by the State	303'95	
(iii) Guaranteed companies	61'07	
		806'94

<i>3' 3½" gauge—</i>		
(iv) State lines worked by companies	613'33	
(v) State lines worked by the State	151'62	
(vi) Assisted companies	53'29	
(vii) Lines owned by native states and worked by companies	70'15	
(viii) Lines owned and worked by native states	72'85	
		961'24

<i>Special (2' 6" and 2' 0") gauges—</i>		
(ix) State lines worked by companies	297'50	
(x) State lines worked by the State	62'03	
(xi) Assisted companies	394'62	
(xii) Lines owned by native states and worked by companies	127'37	
		881'52
TOTAL	2,649'70	

There was thus a grand total of railways completed and in hand, on the 1st April 1903, of miles 28,957'42

	Miles.	Miles.	Miles.
<i>East Indian—</i>			
Shikohabad to Farukhabad	65·82		
Manpur to 0·87 mile beyond Gurpa	25·25		
Mile 0·87 beyond Gurpa to Kodarma	18·19		
Kodarma to Hariharpur	56·35		
Mile 170½ on Jheriah branch to Chandore	4·16		
Jheriah to Dhanbaid	3·75		
Tasra siding	1·75		
Northern half of the Malkera-Katrasgarh cross connection	0·71		
<i>Bengal-Nagpur—</i>			
Chaurashi to Nodecha in the Chaurashi coal-fields	4·81		
Bhojudh to Hariharpur	27·90		
Bhojudh to Parthadihi	1·45		
Bhojudh to Mhoda, including the Bhaga connection	21·36		
Bhowra siding	1·50		
Southern half of the Malkera-Katrasgarh cross connection	0·71		
<i>Indian Midland—</i>			
Air to Kunch			8·85
Agra-Delhi Chord			121·16
<i>Madras (North-East line)—</i>			
Korukkuppettai to Basin Road			0·93
Azhikal-Mangalore extension			77·27
<i>North Western—</i>			
Jech Doab line, Northern section—			
Malakwal to Karana	51·40		
From a point 12 miles south of Quetta to Nushki	82·50		
<i>Oudh and Rohilkhand—</i>			
Sultanpur to Chibilla	23·00		
Allahabad to Siwait	11·30		
Sultanpur to Fyzabad	36·37		
Balamau to Madhoganj	14·47		
<i>Eastern Bengal—</i>			
Extension of Chitpore terminus	1·66		
Panchooria to the Ganges (b)	6·00		
Kankurgachi Chord	2·25		
Ranaghat to Murshidabad	75·00		
<i>Bombay, Baroda and Central India—</i>			
Godhra to Baroda			44·00
<i>Madras—</i>			
Tellicherry to Azhikal			17·07

<i>Bengal and North-Western—</i>			
<i>Tirhoot section—</i>			
Sakri to Jainagar (a)	30·47		
<i>Company's section—</i>			
Aunrihar to Jaunpur	36·14		
Uska Bazar to Tulsiapur	53·54		
Gaisanri to Jarwa	12·56		
Gorakhpur to Bagaha	60·94		
<i>Rohilkhand and Kumaon (Lucknow-Bareilly section)—</i>			
Dudhwa to the Mohan river			5·93
<i>Rajputana-Malwa—</i>			
Kewari-Phulera Chord (a)			133·32
<i>Famine lines (Madras Presidency)—</i>			
Bellary to Rayadrug	33·00		
Hospet to Kottur	38·10		
<i>South Indian—</i>			
Saidapet to Madras	8·38		
Tirupachettu to Sivagunga (d)	9·00		
<i>Tinnevely-Quilon (Travancore) (British section)—</i>			
Kalidaikurichi to the British frontier near Shencottah			31·23
<i>Tanjore District Board—</i>			
Pattukkottai to Arantangi	28·35		
Adirampatnam and Thambikottai Salt sidings and Arantangi Quarry branch	5·53		
<i>Assam-Bengal—</i>			
Damchura to Lumding			100·74
<i>Burma—</i>			
Letpadan to Tharawaw	23·00		
Henzada to Henzada shore	3·00		
<i>Eastern Bengal—</i>			
Golokganj to the Brahmaputra opposite Gauhati			11
<i>Bengal Doon—</i>			
Dalgan to Madarihat			9·80
<i>Noakhali (Bengal)—</i>			
Laksam and Noakhali to Sahib-Ghatta (Ichakhali)			24·95
<i>Ahmedabad-Dholka—</i>			
Baria to Dholka			8·51
<i>Vijapur-Kalol-Kadi—</i>			
Kalol to Kadi			12·20
<i>Tinnevely-Quilon (Travancore) (Native state section)—</i>			
Quilon to the British frontier near Shencottah			57·95
<i>Jaipur—</i>			
Sanganer to Siwai-Madhupur (c)			

<i>Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")—</i>			
Jubbulpore to Gondia	143·43		
Neinpur to Mandla	21·75		
Neinpur to Chindwara	87·49		
<i>Famine lines (Madras Presidency)—</i>			
Morappur to Dharmapuri	18·37		
Tirupattur to Krishnagari	26·46		
<i>Khushalgarh-Kohat-Thal (2' 6")—</i>			
Kohat to Thal			
<i>Barsi Light (2' 6")—</i>			
Barsi Town to Pandharpur	30·67		
Barsi Town to Tadwala	28·70		
<i>Kalka-Simla (2' 6")—</i>			
Bukhtiarpur-Behar Light (2' 6")—			
Bukhtiarpur to Behar			18·75
<i>Madura District Board (2' 6")—</i>			
Ammayanayakkanur to Kotagudi	55·00		
Periyakulam to Krishna-Manaik's Tope	5·00		
Theoi to Karuvannath	23·00		
<i>Shahdara-Saharanpur Light—</i>			
Shahdara to Saharanpur	95·00		
Baraut to Meerut	30·00		
<i>Howrah-Amta (2' 0")—</i>			
Jagatballubpur to Amtpur	8·50		
Amtpur to Champadanga (a)	9·00		
Amtpur to Rajbulhat (a)	3·50		
<i>Dwara-Therria (2' 6")—</i>			
Therria Ghat to Maolong (a)			19·50
Maolong to Noorpur or Dwara			
<i>Rewah (2' 6")—</i>			
Rewah to Sutna (a)			31·81
<i>Gaekwar's Dabhol (2' 6")—</i>			
Padra to Mheba			9·20
<i>Gwallor Light (2' 0")—</i>			
Gwallor to Sabulgarh			57·86
<i>Moharbanj—</i>			
Baripada Road to Baripada			28·50

(a) Commencement of work not authorized.
(b) Constructed but not worked.
(c) Completion deferred.
(d) Work not commenced.

During 1903-1904, i.e., from 1st April 1903 to 31st March 1904, 1,281.77 miles of new railway have been authorised as follows:—

	Miles.	Miles.	Miles.
(i) East Indian—			
Ondal to Sainthia	43.62	82.49	
Khurja to Hapur	38.87		
Bengal-Nagpur—			
Jamadiba to Ballinry	5.50		
Great Indian Peninsula—			
Warrah Coal branch—			
Warora to Bellapur (c)	37.90		
Sa'cm-Attur (c)	36.08		
North Western—			
Hyderabad (Sind) to Badin	61.00		
Jech Doab line, southern section—			
Karana to Shorkot Road	97.85		
Oudh and Rohilkhand—			
Phaphamau to Zafarabad	57.50		
Aerut to Hapur	19.50		
Eastern Bengal—			
Murshidabad to Jeaganj	6.00		
Jeaganj to Lalga	16.50		
Southern Punjab—			
Ludhiana to MacLeod Ganj			
		162.30	
(ii) Bengal and North-Western—			
Tirhoot section—			
Mansi to Bapthali	60.01		
Bettiah to Bagaha	49.35		
Sihura to Murliganj	18.61		
Bairagnia to Bikna Thori	79.55		
Company's section—			
Kopaganj to Dohrighat	21.70		
Nilgiri—			
Coonoor to Ootacamund	11.50		
Burma—			
Fegu to Martaban (b)			
Eastern Bengal—			
Kumaon to Bonarpura			
Rohilkund and Kumaon (Company's Section)—			
Bareilly to Soron			
M. radabad to Rampnagar	56.00		
Lalkua to Kashipur	47.00		
		45.00	
(iii) North Western—			
Jullundur to the British Frontier (a)			
Baraset-Basirhat (2' 6")—			
Baraset to Basirhat	28.00		
Tarakeshwar-Magra (2' 6")—			
Magra to Tribeni	2.15		
Gaekwar's Dabhoi (2' 6")—			
Mohha to Kanjat	6.50		
Gwalior Light (2' 6")—			
Sabalgarh to Sheopor	69.00		
North Western—			
Sultanpur to the British frontier (a)			
Cutch (2' 6")—			
Anjar to Tuna			
		11.86	
(iv) East Indian—			
Jheria to Dhanbaid	3.79		
Northern Section of the Malkera Katrasgarh			
cross connection	0.67		
Tasra siding	1.75		
Bengal-Nagpur—			
Bh-judih to Bhaga	6.66		
Bhaga to Malkera	8.79		
Southern section of the Malkera Katrasgarh cross			
connection	0.71		
Bhowra siding	2.50		
Jodlau Midland—			
Alt to Kunch			
North Western—			
Jech Doab line, Northern section—			
Malakwal to Sargoda			
Oudh and Rohilkhand—			
Chilibilla to Sultanpur	22.00		
Phaphamau to Siwait	3.63		
Sultanpur to Fyzabad	36.37		
Balamau to Madhoganj	13.47		
Eastern Bengal—			
Extension of Chittpore terminus			
Madras—			
Tellicherry to Azhikal			
Bombay, Baroda and Central India—			
Gouhra to Baroda			
		44.00	
(v) Bengal and North-Western—			
Company's Section—			
Kopaganj to Dohrighat	21.70		
Aunrihar to Jaunpur	36.14		
Rohilkund and Kumaon (Lucknow Bareilly section)—			
Dudhwa to Chandan Chowki (the Mohan river)			
Tinnevely-Quilon (Travancore) (British section)—			
Kallidaikurichi to Shencottah			
Tanjore District Board—			
Pattukottai to Arantangi			
Assam-Bengal—			
Damchara to Lumding			
Burma—			
Lelpadam to Tharawaw	23.07		
Henzada to Henzada shore	2.46		
Nokhali (Bengal)—			
Laksem to Sahibghatta			
Bengal Doore extension—			
Dalgaoon to Madarihat			
Ahmedabad-Dholka—			
Bavla to Dholka			
Vijapur-Kaloi-Kadi—			
Kaloi to Kadi			
Tinnevely-Quilon (Travancore) (Native State section)—			
Quilon to Ponaiur			
		28.00	
(vi) Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")—			
Gondia to Neipur	74.50		
Neipur to Seoni	47.13		
(vii) Khushalgarh-Kohat-Thal (2' 6")—			
Kohat to Thal			
(viii) Bukhtiarpur-Bihar Light (2' 6")—			
Bukhtiarpur to Behar			
(ix) Kalka-Simla (2' 6")—			
Kalka to Simla	18.50		
(x) Gaekwar's Dabhoi (2' 6")—			
Padra to Kanjat	59.44		
		15.70	

5' 6" gauge— Miles. Miles.

(i) State lines worked by companies 161.95

(ii) State lines worked by the State 258.35

(iii) Assisted companies 162.90

583.20

3' 3 3/4" gauge—

(iv) State lines worked by companies 361.99

(v) State lines worked by the State 44.25

(vi) Assisted companies 148.00

554.24

Special (2' 6" and 2' 0") gauges—

(vii) State lines worked by the State 6.80

(viii) Assisted companies 28.15

(ix) Lines owned by native states and worked by companies 75.50

(x) Lines owned by native states and worked by state railway agency 22.02

(xi) Lines owned and worked by native states 11.86

144.33

TOTAL 1,281.77

And 837.81 miles have been or are likely to be opened to public traffic as follows:—

5' 6" gauge— Miles. Miles.

(xii) State lines worked by companies 33.72

(xiii) State lines worked by the State 123.70

(xiv) Guaranteed companies 60.47

217.89

3' 3 3/4" gauge—

(xv) State lines worked by companies 249.21

(xvi) Assisted companies 53.31

(xvii) Lines owned by native states and worked by companies 40.20

342.62

Special (2' 6") gauge—

(xviii) State lines worked by companies 121.63

(xix) State lines worked by the State 62.03

(xx) Assisted companies 77.94

(xxi) Lines owned by native states and worked by companies 15.70

277.30

TOTAL 837.81

(a) Question of gauge not yet settled.

(b) With a steam ferry to connect with the port of Mouma-in. Commencement of work not yet authorized.

(c) Commencement of work not yet authorized.

The total length of open line at the commencement of 1904-1905, i.e., on the 1st April 1904, will, therefore, be 27,143'36 miles, comprising—

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by companies	6,787'62	
(ii) State lines worked by the State	4,537'92	
(iii) Guaranteed companies	1,409'24	
(iv) Assisted companies	876'05	
(v) Lines owned by native states and worked by companies	709'93	
(vi) Lines owned by native states and worked by state railway agency	201'63	
		14,522'39
3' 3½" gauge—		
(vii) State lines worked by companies	8,242'58	
(viii) State lines worked by the State	700'71	
(ix) Assisted companies	553'87	
(x) Lines owned by native states and worked by companies	752'78	
(xi) Lines owned and worked by native states	1,223'04	
(xii) Foreign lines	73'61	
		11,546'59
Special (2' 6" and 2' 0") gauges—		
(xiii) State lines worked by companies	177'87	
(xiv) State lines worked by the State	168'16	
(xv) Assisted companies	317'70	
(xvi) Lines owned by native states and worked by companies	282'69	
(xvii) Lines owned by native states and worked by state railway agency	33'60	
(xviii) Lines owned and worked by native states	94'36	
		1,074'38
TOTAL		27,143'36†

- (a) Although for convenience classed amongst State railways, this line is the property of the Bengal Central Indian Peninsula Railway Company.
 (b) Worked by the Great Indian Peninsula Railway Company.
 (c) Worked by the Bombay, Baroda and Central India Railway Company.
 (d) Worked by His Highness the Nizam's Guaranteed State Railways Company.
 (e) Worked by the Madras Railway Company.
 (f) Including 2' 66 miles laid on a mixed gauge and 0' 31 mile on the 3' 3½" gauge.
 (g) Including 5' 63 miles of military line not used for public traffic.
 (h) Including 26' 98 miles of mixed gauge (5' 0" and 3' 3½") between Kot Kapura and Bhatinda, worked over by the North Western State and Rajputana-Malwa railways.
 (i) Worked by the East Indian Railway Company.
 (j) Worked by the North Western State railway.
 (k) Worked by the Oudh and Rohilkhand State railway.
 (l) Although for convenience classed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.
 (m) Including 2' 10 miles at Ujjain and 3' 07 miles between Jumna East Bank and Agra Cantonment laid on the 3' 6" gauge.
 (n) Worked by the Southern Mahratta Railway Company.

* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1903-1904

Add—Opened during 1903-1904

Deduct—Net decrease due to corrections of mileage

26,307'72

837'81

27,145'53

2'17

27,143'36

	Miles.	Miles.
East Indian	1,933'47	
Bengal Central (a)	125'01	
Bengal-Nagpur	1,694'22	
Indian Midland	805'68	
(i) Great Indian Peninsula	1,561'63	6,787'62
Bhopal-Itarsi (British section)	13'11	
Godhra-Rutlam-Nagda	(c) 141'14	
Bezwa extension	(d) 21'47	
Madras (North-East line)	(e) 497'19	
North Western	(f) 3,118'13	
(ii) Oudh and Rohilkhand	(g) 1,141'11	4,537'92
Eastern Bengal	(h) 273'98	
Bombay, Baroda and Central India	(i) 501'68	
(iii) Madras	(j) 904'56	1,409'24
Delhi-Umballa-Kalka	(k) 162'21	
Tarkessur	(l) 22'23	
South Behar	(m) 78'76	
(iv) Southern Punjab	(n) 425'33	876'05
Hardwar-Dehra	(o) 32'04	
Tapli Valley	(p) 155'48	
Bina-Goon-Baran	(q) 145'63	
Bhopal-Ujjain	(r) 113'27	
Bhopal-Itarsi (Native state section)	(s) 44'28	
The Nizam's Guaranteed State	(t) 330'13	
(v) Nagda-Ujjain	(u) 34'32	709'93
Petlad-Cambay (Anand-Tarapur section)	(v) 21'50	
Petlad-Cambay (Tarapur-Cambay section)	(w) 10'92	
Kolar Gold-fields	(x) 9'88	
Rajpara-Bhatinda	(y) 107'05	
(vi) Jammu and Kashmir (Native state section)	(z) 15'92	201'63
Ludhiana-Dhuri-Jakhal	(aa) 78'66	
Bengal and North-Western—		
Tirhoot section	516'89	
Company's section (b)	870'80	
Rohilkund and Kumaon (Lucknow-Bareilly section)	(f) 237'04	
Rajputana-Malwa	(c, h, & m) 1,648'36	
Palampur-Deesa	(c) 17'28	
Southern Mahratta	(d) 1,042'04	
Guntakal-Mysore frontier	(n) 119'50	
(vii) Mysore section (Southern Mahratta)	(n) 295'22	8,242'58
Nilgiri	(e) 16'90	
South Indian	(f) 1,123'13	
Tianvelly-Quilon (Travancore) (British section)	(o) 49'98	
Tanjore District Board	(e) 99'46	
Assam-Bengal	741'08	
Burma	1,536'97	
Jodhpur-Hyderabad (British section)	(p) 123'98	
Eastern Bengal—		
Northern Behar and Kaimia-Dhubri sections (including the Kaunia-Kurigram branch and British section, Cooch Behar-Santrabari extension 2' 0" gauge)	* 535'19	
Dacca section	85'92	
(viii) Cawnpore-Burhwal (Metre gauge link)	(g) 79'60	700'71
Deoghur	4'79	
Brahmaputra-Sultanpur	(r) 59'27	
Mymensingh-Jamāpur-Jagannathganj	(r) 53'11	
Rohilkund and Kumaon (Company's section)	53'92	
Bengal Dooars	36'40	
(ix) Bengal Dooars extensions	* 116'56	553'87
Dibru-Sadiya	77'50	
Ledo and Tikak-Margherita Colliery	(i) 11'00	
Ahmedabad-Parantij	(c) 54'70	
Sagauli-Raxaul	(f) 18'09	
Ahmedabad-Dholka	(e) 33'50	
Noakhali (Bengal)	31'80	
Gaekwar's Mehsana	(c) 92'63	
Hyderabad-Gudavari Valley	(d) 391'42	
Kolhapur	(n) 23'27	
Hindupur (Yessantpur-Mysore frontier)	(n) 51'35	
(x) Mysore-Nanjangud	(n) 15'80	752'78
Vijapur-Kalol-Kadi	(c) 41'64	
Shoranur-Cochin	(e) 64'75	
Birur-Shimoga	(e) 37'92	
Tinnevely-Quilon (Travancore) (Native state section)	(e) 28'03	
Jodhpur-Bikaner	700'29	
Udaipur-Chitor	67'30	
Bhavnagar-Gondal-Junagad-Forbandar	(u) 334'19	
(xi) Jetalsar-Rajkot	(v) 46'21	1,223'04
Jamnagar	(w & x) 51'22	
Dhrangadra	(w) 20'83	
West of India Portuguese	(n) 51'11	
Pondicherry	(e) 7'85	
(xii) Karaikkal-Peralam	(e) 14'65	73'61
Bengal-Nagpur—		
Jubbulpore-Gondia extension (2' 6")	121'63	
(xiii) Raipur-Dhamtari branch (2' 6")	56'24	1,074'38
Jorhat (2' 0")	30'00	
(xiv) Nowshera-Durgal (2' 6")	(f) 40'25	
Dandot Light (2' 0")	(f) 18'18	
Khushalgarh-Kohat-Thal (2' 6")	(f) 91'74	
Darjeeling-Himalayan (2' 0")	51'00	
Barsi Light (2' 6")	21'50	
Howrah-Amra (2' 0")	28'69	
Howrah-Sheakhala (2' 0")	19'75	
Ranaghat-Krishnagar (2' 6")	(h) 20'25	
Tarakeshwar-Magra (2' 6")	31'12	
(xv) Tezpur-Balipara (2' 6")	20'10	317'70
Powayan (2' 0")	(w) 38'50	
Thnton-Duyinzaik Light (2' 6")	7'76	
Bukhtiarpur Behar Light (2' 6")	18'50	
Kalka-Simla (2' 6")	69'44	
Gaekwar's Dabhoi (2' 6")	(c) 91'50	
(xvi) Rajpipla (2' 6")	(c) 37'37	282'69
Pariktimedi (2' 6")	(c) 24'68	
Gwalior Light (2' 0")	(b) 126'14	
Cooch Behar (2' 6")	(c) 7'85	
(xvii) Morvi (2' 6")	(c) 14'65	33'60

(e) Worked by the South Indian Railway Company.

(f) Worked by the Jodhpur-Bikaner railway.

(g) Excluding 3' 66 miles of the Lucknow-Bareilly railway between Dalga and Aishbagh but including the length, Bara Banki to Burhwal, 16' 79 miles the length over Cawnpore bridge, 0' 59 mile, laid on a mixed gauge.

(h) Worked by the Eastern Bengal State railway.

(i) Worked by the Assam Railways and Trading Company.

(j) Worked by the Bengal and North-Western Railway Company.

(k) Including 4' 53 miles* of Bhavnagar Dock estates and Junagad quarry line.

(l) Worked by the Bhavnagar-Gondal-Junagad-Forbandar railway.

(m) Including 3' 93 miles* of Bedi Bandar Dock estate siding.

(n) Worked by the Rohilkund and Kumaon Railway Company.

(o) Worked by the Bengal-Nagpur Railway Company.

(p) Includes 30' 23 miles between Virangam and Wadhwan converted to 3' 6" gauge to the 3' 3½" gauge on the 14th December 1902.

(q) Including the metre gauge connection 1' 81 miles between the Rohilkhand Cantonment and the Bengal and North-Western railway stations at Benares.

(r) Negotiations are in progress for the purchase of this line by the State.

And the mileage under construction or sanctioned for construction on the 31st March 1904 will be 3,044.42 miles, made up as follows:—

	Miles.	Miles.	Miles.
East Indian—			
Maunpur to Hariharpur	99.79		
Kawenda to Chandore	4.16		
Shikohabad to Farukhabad	65.82		
Shikohabad to Sainthia	43.62		
Khurja to Hapur	38.87		
Bengal-Nagpur—			
Bhojudih to Parthadhi	1.45		
Bhojudih to Hariharpur	27.90		
Malikera to Mhoda	5.91		
Jamadhoba to Ballari	5.50		
Madras (North-East line)—			
Korukkupettai to Basin Road Station	0.83		
Salem-Attur (a)	36.06		
Attur-Delhi Chord	121.16		
Attur-Mangalore Extension	77.27		
Great Indian Peninsula (Wardha Coal branch)—			
Warora to Bellarpur (a)	37.90		
North Western—			
Sargoda to Shorkot Road	103.00		
From a point 12 miles South of Quetta to Nushki	82.50		
Hyderabad (Sind) to Badin	61.00		
Oudh and Rohilkhand—			
Allahabad to Phaphamau	7.62		
Phaphamau to Zafarabad	57.50		
Meerut to Hapur	19.50		
Eastern Bengal—			
Parchoria to the Ganges (b)	6.00		
Ranaghat to Murshidabad	75.00		
Murshidabad to Jessanj	6.00		
Jessanj to Lalgaia	16.50		
Kankurgachi Chord	2.25		
Southern Punjab—			
Ludhiana to MacLeodganj	162.90		
Bengal and North-Western—			
Tirhoot section—			
Sakri to Jainagar	30.47		
Mausi to Bapriahi	60.01		
Bettiah to Bagaha	49.35		
Sihera to Murliganj	18.61		
Bairagnia to Bikna Thori	79.55		
Company's section—			
Uska Bazar to Tulsipur	53.54		
Gaisauri to Jarwa	12.56		
Gorakhpur to Bagaha	60.94		
Rajputana-Malwa—			
Rewari to Phulera	133.32		
Famine lines (Madras Presidency)—			
Bellary to Rayadrug	33.00		
Hospet to Kottur	38.10		
South Indian—			
Tirupachettu to Sivagunga	9.00		
Tanjore District Board—			
Adirampatnam and Thambikkottai Salt sidings and Arantangi Quarry branch	5.53		
Nagiri—			
Coonoor to Ootacamund	11.50		
Burma—			
Pegu to Martaban (a)	121.27		
Eastern Bengal—			
Golokganj to the Brahmaputra, opposite Gaubati Kaunia to Bonarpara	151.62		
Rohilkhand and Kumaon (Company's section)—			
Bareilly to Soroa	56.00		
Moradabad to Ramnagar	47.00		
Lakua to Kashipur	45.00		
Tinnevely-Quilon (Travancore) (Native state section)—			
Pondalur to the Frontier of the Travancore State near Shencottah	29.95		
Jaipur—			
Sanganer to Siwal-Madhupur (c)	72.85		
Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")—			
Jubbulpore to Neinpur	68.93		
Neinpur to Mandla	21.75		
Seoni to Chindwara	40.36		
Famine lines (Madras Presidency)—			
Morappur to Dharmapuri (2' 6")	18.36		
Tirupattur to Krishnagiri (2' 6")	25.43		
North Western—			
Jullundur to the British frontier (d)	6.80		
Barsi (2' 0")—			
Barsi Town to Pandharpur	30.67		
Barsi Town to Tadwala	26.70		
Howrah-Amra (2' 0")—			
Jagatbulahpur to Antpur	8.59		
Antpur to Champadanga (a)	9.00		
Antpur to Rajbulhat (a)	3.50		
Dwara-Theria (2' 6")—			
Theria Ghat to Maolong (a)	6.00		
Maolong to Noorpore or Dwara	13.50		
Madras District Board (2' 6")—			
Ammayanayakkanur to Kotagudi	55.00		
Periyakulam to Krishna Manak's Tope	5.00		
Theni to Karuvannath	33.00		
Shahdara-Saharanpur (2' 6")—			
Shahdara to Saharanpur	95.00		
Baraut to Meerut	30.00		
Baraset-Basirhat (2' 6")—			
Baraset to Basirhat	26.00		
Tarakeshwar Magra (2' 6")—			
Magra to Tribeni	2.15		
Moharlhanj (2' 6")—			
Baripada to Baripada Road	28.50		
Gwalior (2' 6")—			
Gwalior to Sabulgarh	57.86		
Sabulgarh to Sheopur	69.00		
North Western—			
Sultanpur to the British frontier (d)	22.02		
Cutch (2' 6")—			
Anjar to Tuna	11.86		

	Miles.	Miles.
5' 6" gauge—		
(i) State lines worked by companies	566.34	
(ii) State lines worked by the State	436.87	
(iii) Assisted companies	162.90	
		1,166.11

	Miles.	Miles.
3' 3 3/4" gauge—		
(iv) State lines worked by companies	716.75	
(v) State lines worked by the State	195.87	
(vi) Assisted companies	148.00	
(vii) Lines owned by native states and worked by companies	29.95	
(viii) Lines owned and worked by native states	72.85	
		1,163.42

	Miles.	Miles.
Special (2' 6" and 2' 0") gauges—		
(ix) State lines worked by companies	174.83	
(x) State lines worked by the state	6.80	
(xi) Assisted companies	344.02	
(xii) Lines owned by native states and worked by companies	155.36	
(xiii) Lines owned by native states and worked by state railway agency	22.02	
(xiv) Lines owned and worked by native states	11.85	
		714.89
TOTAL		3,044.42

Making a grand total of railways completed and in hand, at the commencement of 1904-1905 of miles 3,018.78

And showing, after allowing for lines abandoned and corrections of mileage, an advance on the previous year of miles 1,230.36

(a) Commencement of work not yet authorised.

(b) Constructed but not worked.

(c) Completion deferred.

(d) Question of gauge not yet finally settled.

* Made up as follows:—

Completed and in hand at the beginning of 1903-1904	28,57.42
Sanctioned during 1903-1904	1,281.77
	30,239.19

Deduct—

Abandoned—	
Rewah-Sutna	1.81
South Indian, Marina Loop—	
Saidapet to Madras	8.38

Net decrease due to corrections of mileage

40.19
11.22
51.41
30,187.78

It is expected that the following lengths of unfinished line will be opened for public traffic in 1904-1905:—

	Miles.	Miles.
<i>5' 6" gauge—</i>		
(i) State lines worked by companies	162'85	
(ii) State lines worked by the State	151'12	
		313'97
<i>3' 3½" gauge—</i>		
(iii) State lines worked by the State	69'25	
(iv) Lines owned by native states and worked by companies	29'95	
		99'20
<i>Special (2' 6") gauge—</i>		
(v) State lines worked by companies	153'08	
(vi) Assisted companies	41'65	
		194'73
		TOTAL 607'90

Leaving the undermentioned lines for completion in 1905-1906 or later:—

	Miles.	Miles.
<i>5' 6" gauge—</i>		
(vii) State lines worked by companies	403'49	
(viii) State lines worked by the State	285'75	
(ix) Assisted companies	162'90	
		852'14
<i>3' 3½" gauge—</i>		
(x) State lines worked by companies	716'75	
(xi) State lines worked by the State	126'62	
(xii) Assisted companies	148'00	
(xiii) Lines owned and worked by native states	72'85	
		1,064'22
<i>Special (2' 6' and 2' 0") gauges—</i>		
(xiv) State lines worked by companies	21'75	
(xv) State lines worked by the State	6'80	
(xvi) Assisted companies	302'37	
(xvii) Lines owned by native states and worked by companies	155'36	
(xviii) Lines owned and worked by native states	11'86	
(xix) Lines owned by native states and worked by state railway agency	22'02	
		520'16
		TOTAL 2,436'52

(i)	Bengal-Nagpur—	Miles.
	Bhojudih to Parthadihi	45
	Bhojudih to Hariharpur	27'93
	Makera to Mheda	5'91
(ii)	Jamadhoba to Ballary	5'50
	Agra-Delhi Chord	121'16
	Madras (North-East line)—	
	Korukkupettai to Basin Road	0'31
(iii)	North Western—	
	Hyderabad (Sind) to Badin	61'00
	Jech Doab, Southern Section—	
	Sargoda to mile 46 near Chund	57'00
(iv)	Oudh and Rohilkhand—	
	Allahabad to Phaphamau	7'62
	Meerut to Hapur	19'50
	Eastern Bengal—	
	Panchooria to the Ganges	(a) 6'00
(v)	Eastern Bengal—	
	Golakganj to Sankosh	25'00
	Kaunia to Bazarpara	44'00
	Tinnevely-Qullon (Travancore) (Native state section)—	
	Ponalur to the Frontier of the Travancore State near Shencottah	
(vi)	Bengal-Nagpur (Jubbulpore-Gondia extension) (a' 6")—	
	Jubbulpore to Neipur	68'93
	Seoni to Chindwara	40'36
	Famine lines (Madras Presidency)—	
(vii)	Morappur to Dharmapuri (2' 6")	18'38
	Tirupattur to Krishnagiri (2' 6")	25'43
	Dwara-Therria (2' 6")—	
	Dwara or Noorpur to Maolong	13'50
(viii)	Baraset-Basirhat (2' 6")—	
	Baraset to Basirhat	28'00
	Tarakeshwar-Magra (2' 6")—	
	Magra to Tribeni	2'15
(ix)	East Indian—	
	Shikohabad to Furruckabad	65'82
	Kasunda to Chandore	4'16
	Manpur to Hariharpur	99'79
(x)	Ondal to Sainthia	43'62
	Khurja to Hapur	33'87
	Great Indian Peninsula—	
	Wardha Coal Branch—	
(xi)	Warora to Bellary (b)	37'90
	Salem Attur—	
	Salem to Attur (b)	36'06
	Azhikar-Mangalore extension	7'27
(xii)	North Western—	
	From mile 46 near Chund to Shorkot Road	46'00
	From a point 12 miles south of Quetta to Nushki	82'50
	Oudh and Rohilkhand—	
(xiii)	Phaphamau to Zafarabad	57'50
	Eastern Bengal—	
	Kankargachi Chord	2'25
	Ranaghat to Jeaganj	81'00
(xiv)	Jeaganj to Lalgaola	16'50
	Southern Punjab—	
	Ludhiana to MacLeodganj	
(xv)	Bengal and North-Western—	
	Tirhoot section—	
	Sakri to Jainagar	30'17
	Mansi to Bapiani	60'01
(xvi)	Bettiah to Bagaha	49'35
	Sihura to Morliganj	18'61
	Bairagnia to Bikoa Thori	79'55
	Company's section—	
(xvii)	Uska Bazar to Tolsipur	53'54
	Gaisanri to Jarwa	12'56
	Gorakhpur to Bagaha	60'14
	Rajputana-Malwa—	
(xviii)	Rewari to Phulera	133'32
	Famine lines (Madras Presidency)—	
	Bellary to Rayadurg	33'00
	Hospet to Kottur	38'10
(xix)	South Indian—	
	Tirupachettu to Sivagunga	9'00
	Tanjore District Board—	
	Adirampattam and Thambikottai Salt sidings and Arantangi Quarry branch	5'53
(xx)	Burma—	
	Pegu to Martaban (b)	121'27
	Nilgiri—	
	Coonoor to Ootacamund	11'50
(xxi)	Eastern Bengal—	
	Sankosh to the Brahmaputra opposite Gauhati	
	Rohilkund and Kumaon (Company's section)—	
	Bareilly to Soron	56'00
(xxii)	Moradabad to Ramnagar	47'00
	Lalkua to Kashipur	45'00
(xxiii)	Jaipur—	
	Sanganer to Siwal-Madhupur (d)	
(xxiv)	Bengal-Nagpur (Jubbulpore-Gondia extension) (2' 6")—	
	Neipur to Mandla	
(xxv)	North Western—	
	Jullundur to the British Frontier (c)	
	Barsi (2' 6")—	
	Barsi Town to Tadwala	26'70
(xxvi)	Barsi Town to Pandaharpur	30'07
	Dwara-Therria (2' 6")—	
	Melong to Therria Ghat	8'50
	Howrah-Amta (2' 6")—	
(xxvii)	Jagathallupur to Antpur	9'00
	Antpur to Champadanga (b)	3'50
	Antpur to Rajbailhat (b)	
	Madura District Board (2' 6")—	
(xxviii)	Ammayanayakkanur to Kotagudi	55'00
	Periyakulam to Krishna Manai's Tope	5'00
	Theel to Karuvannath	23'00
	Shandara-Saharanpur (2' 6")—	
(xxix)	Shandara to Saharanpur	95'00
	Baraut to Meerut	30'00
	Moharbanj (2' 6")—	
	Baripada to Baripada Road	28'50
(xxx)	Gwalior (2' 6")—	
	Gwalior to Sheopur	126'53
	Cutch (2' 6")—	
	Anjar to Tuna	
(xxxi)	North Western—	
	Sultapur to the British Frontier (c)	

(a) Construction completed.
(b) Commencement of work not yet authorised.
(c) Question of gauge not yet finally settled.
(d) Completion deferred.

APPENDIX IV.

APPEN

COMMERCIAL AND

TABLE I.—MIS

	1895-96.	1896-97.	1897-98.
Recorded Revenue compared with recorded expenditure, excluding Capital Expenditure on Public Works not charged against Revenue—			
Surplus	R 1,53,39,980	R 1,70,50,220	R 5,35,92,110
Deficit	R 4,35,88,920	R 6,42,01,230	R 5,30,92,250
Capital Expenditure on Public Works not charged against Revenue*	—586,412	5,407,235	6,077,779
Net Public Debt incurred	—500,651	7,538,228	5,651,626
Net Public Debt incurred, including Capital transactions with Guaranteed Railways and other Companies			
Value of commodities exported, excluding Gold and Silver	R 1,14,33,50,000	1,03,98,40,000	97,63,30,000
Ditto imported, ditto ditto	R 72,93,70,000	76,11,70,000	73,64,70,000
Excess of Exports over Imports, excluding Gold and Silver	R 41,39,80,000	27,86,70,000	23,98,60,000
Net Imports of Gold	R 2,52,60,000	2,29,10,000	4,90,90,000
Ditto of Silver	R 6,58,20,000	5,85,60,000	8,47,30,000
TOTAL NET IMPORTS OF GOLD AND SILVER	R 9,10,80,000	8,14,70,000	13,38,20,000
Excess of Exports over Imports including Gold and Silver	R 32,29,00,000	19,72,00,000	10,60,40,000
Grand Total value of Imports and Exports of all kinds	R 2,04,89,90,000	1,98,12,30,000	1,98,95,90,000
Secretary of State's Bills sold (Rupees)	R 31,08,54,373	25,78,70,106	14,81,28,010
Sterling Equivalent received	£ 17,064,492	15,526,547	9,506,077
Silver coined at the Indian Mints	R 29,27,130	56,86,050	98,56,910
Maximum price in pence of an oz. troy. standard Silver in London	31½ (Feb.)	31½ (June)	28½ (Apl.)
Minimum ditto ditto ditto	29½ (Apl.)	28½ (Mar.)	23½ (Aug.)
Average Exchange upon Secretary of State's Bills sold per rupee	1s. 1'6381d.	1s. 2'4505d.	† 1s. 3'3539d.
Fixed rate of Exchange for the Adjustment of Transactions between the Indian and Imperial Treasuries	1s. 1½d.	1s. 1½d.	1s. 2½d.
Maximum rate of discount on Loans on demand at the Bank of Bengal, Calcutta	7 (Feb.)	10 (Dec. 23 to Mar. 31).	12 (Feb. 24 to Mar. 31).
Minimum rate of discount on Loans on demand at the Bank of Bengal, Calcutta	3 (July 25 to Nov. 13.)	3 (July 2 to Sept. 2).	5 (July 15 to Sept. 8 & Nov. 25 to Dec. 15)
Maximum rate of discount at the Bank of England	2	4	3 (Oct. to Mar.)
Minimum ditto ditto	2	2	2 (May to Sept.)
Maximum Government balances at the three Presidency Banks	R 4,16,19,000 (May)	3,91,42,000 (Aug.)	3,27,96,000 (Mar.)
Minimum ditto ditto	R 3,00,15,000 (Nov.)	2,02,19,000 (Nov.)	2,02,53,000 (Sept.)
Maximum price in Calcutta of Government 4 per cent Rupee Securities . . . . .	...	...	...
Minimum ditto ditto . . . . .	...	...	...
Maximum price in Calcutta of Government 3½ per cent Rupee Securities (Guaranteed)	109—8 (Oct.)	110—15 (May)	104—1 (May 21)
Minimum ditto ditto	104—15 (Jan.)	98—11 (Feb.)	94—4 (Jan. 7)
Maximum price in Calcutta of 3 per cent Rupee Securities . . . . .	...	105 (Aug.)	97—4 (May & June).
Minimum ditto ditto . . . . .	...	97 (Jan. to Mar.)	90—0 (Jan. to Mar.)
Maximum amount outstanding on London Register of Rupee Securities enfaced for Interest Drafts	R 25,35,43,000 (Nov.)	26,64,72,000 (Nov.)	23,47,80,000 (Apl.)
Minimum ditto ditto	R 24,05,02,000 (Apl.)	23,92,57,000 (Mar.)	21,39,05,000 (Mar.)
Maximum price in London of 4 per cent (Rupee) Securities in Gold . . . . .	...	...	...
Minimum ditto ditto . . . . .	...	...	...
Maximum price in London of 3½ per cent (Rupee) Securities in Gold	65½ (Feb.)	65½ (Aug.)	64½ (Jan.)
Minimum ditto ditto	57½ (Apl. & May)	60 (Oct.)	60½ (Dec.)
Maximum price in London of India 3½ per cent Stock	120½ (Feb.)	122½ (Apl.)	119½ (Aug.)
Minimum ditto ditto	114½ (Apl.)	114½ (Sept.)	114½ (Mar.)
Maximum price in London of India 3 per cent Stock	111½ (Feb.)	115½ (May)	112½ (May)
Minimum ditto ditto	103½ (May)	106 (Oct.)	105 (Mar.)
Maximum price in London of India 2½ per cent Stock . . . . .	...	103 (June)	99½ (Apl.)
Minimum ditto ditto . . . . .	...	95½ (Sept.)	92 (Mar.)
Maximum Government Paper Currency outstanding	R 32,42,86,000 (July)	29,58,99,000 (July)	24,75,40,000 (Mar.)
Minimum ditto ditto	R 25,94,07,000 (Mar.)	23,57,85,000 (Feb.)	22,86,16,000 (May)
Number of Post Office Savings Banks	6,343	6,420	6,290
Number of accounts in Post Office Savings Banks	653,892	713,320	730,387
Amount deposited in Savings Banks	R 9,04,23,072	9,63,92,411	9,28,72,978
Average of each deposit	R 138'28	135'13	127'15
Net addition to deposits	R 64,05,149	59,69,339	—35,19,433

* Excludes Capital charge involved in redemption of
† In calculating this rate, a re-remittance to India
‡ Excludes remittances of Gold Reserve Fund.
§ Include remittances of the Gold Reserve Fund.
|| Continuing.

FINANCIAL STATISTICS.
CELLANEOUS.

100,00,000 by means of Bank drafts is taken into account.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table II.—Statement showing the true financial results to the Revenues of India of guarantee of interest upon the Capital of Guaranteed Railway Companies.

(Omitting 000 in rupee figures and 00 in sterling figures, except in accounts.)

	ACCOUNTS.					Revised Estimate, 1903-1904.	Balance Estimated 1904
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
Open mileage at end of official year .	2,588	2,612	1,305	1,334	1,349	1,409	
	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
Gross traffic receipts	6,38,10,069	6,26,01,464	3,78,25,951	2,65,89,776	2,82,66,517	2,95,90,000	
Working expenses	3,29,83,339	3,39,93,236	1,80,72,459	1,28,64,943	1,40,73,782	1,53,83,000	
Percentage of working expenses on receipts	51.69	54.30	47.78	48.38	49.79	51.99	
Net Revenue	3,08,26,730	2,86,08,228	1,97,53,492	1,37,24,833	1,41,92,735	1,42,07,000	
Guaranteed Interest paid in England £	2,162,525	2,172,336	1,589,417	1,009,544	1,026,892	1,032,800	
Ditto converted at Rs. 15 = £1 from 1898-99	3,24,37,876	3,25,85,042	2,38,41,249	1,51,43,168	1,54,03,371	1,54,92,000	
Guaranteed interest paid in India plus interest on overdrawn Capital .	82,089	1,28,387	1,22,657	1,04,551	1,24,895	2,28,000	
Surplus paid to Railway Companies .	36,18,447	42,03,949	25,81,739	23,16,119	13,33,564	15,00,000	
Land and Supervision	3,63,890	9,47,051	—16,263	—1,00,580	—95,196	19,000	
Net loss on receipts and disbursements of Capital in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills	18,16,734	21,01,940	97,052	—2,80,239	3,59,811	—9,22,000	
Total Expenditure	3,83,19,036	3,99,66,369	2,66,26,434	1,71,83,019	1,71,26,445	1,63,17,000	
Net Expenditure from the Public Treasury	74,92,306	1,13,58,141	68,72,942	34,58,186	29,33,710	21,10,000	

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905.

RAILWAYS.	To end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	To end of 1904-1905.	Sanctioned outlay.	Balance remaining unspent.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.							
Indian	30,84,30,809	1,38,96,937	1,37,50,000	1,57,50,000	35,13,27,746	35,13,27,746	...
Patana-Malwa System	15,40,44,015	24,51,766	16,70,000	18,00,000	15,99,65,781	15,99,65,781	...
Deesa	2,33,264	3,863	...	...	2,37,127	2,37,127	...
Colliery	26,91,062	2,72,803	1,74,000	2,00,000	33,37,865	33,37,865	...
...	15,99,886	—73,003	—46,000	—25,000	14,55,813	14,55,813	...
...	7,69,12,324	...	...	...	7,69,12,324	7,69,12,324	...
...	9,05,098	—834	—1,000	—1,000	9,02,264	9,02,264	...
...	11,76,66,152	51,08,405	49,15,000	52,74,000	13,29,63,557	13,29,63,557	...
...	4,68,65,177	31,55,242	10,50,000	15,00,000	5,25,70,419	5,25,70,419	...
...	(d) 19,16,56,595	45,81,534	33,85,000	28,98,000	20,25,21,129	20,25,21,129	...
...	51,21,139	...	...	...	51,21,139	51,21,139	...
...	46,71,09,975	66,03,425	27,40,000	76,55,000	48,41,08,400	48,41,08,400	...
...	59,02,583	2,657	5,000	24,000	59,34,240	59,34,240	...
...	9,60,84,003	1,88,948	5,00,000	12,00,000	9,79,72,951	9,79,72,951	...
...	15,26,453	8,20,726	4,00,000	3,19,000	30,66,179	30,66,179	...
...	39,86,593	58,141	3,000	8,000	40,55,734	40,55,734	...
...	1,19,187	...	...	...	1,19,187	1,19,187	...
...	43,45,582	43,548	10,000	...	43,99,130	43,99,130	...
...	2,95,883	—7,242	...	...	2,88,641	2,88,641	...
...	(c) 11,04,11,537	16,97,267	32,66,000	1,00,00,000	12,53,74,804	12,53,74,804	...
...	3,09,29,430	...	...	...	3,09,29,430	3,09,29,430	...
...	6,06,57,453	8,72,540	26,50,000	20,00,000	6,61,79,993	6,61,79,993	...
...	11,56,841	5,814	15,000	3,000	11,80,655	11,80,655	...
...	...	35,41,940	3,000	3,60,000	39,04,940	39,04,940	...
...	...	...	...	60,00,000	60,00,000	60,00,000	...
TOTAL	1,68,86,51,041	4,27,24,477	3,44,89,000	5,49,65,000	1,82,08,29,518	1,82,08,29,518	...
LINES UNDER CONSTRUCTION.							
Bengal (Construction)	5,74,95,276	74,44,084	36,36,000	19,94,000	7,05,69,360	12,02,39,000	4,59,94,646
Ditto (Land)	36,57,170	—176	12,000	6,000	36,74,994	...	...
Ditto (Chittagong Jetties)	6,62,562	—6,62,562	...	...	...	...	...
Doab (Northern Section)	1,55,914	15,42,404	2,02,000	...	19,00,408	25,70,000	6,69,592
Ditto (Southern Section)	...	...	8,68,000	23,00,000	31,68,000	71,60,000	39,92,000
Dargai	20,55,619	3,35,400	1,16,000	...	25,07,019	27,08,000	—2,00,981
Pamban	47,77,740	12,41,366	6,53,000	1,56,000	68,28,106	68,90,000	61,894
Extensions	...	...	18,18,000	50,00,000	68,18,000	1,14,48,000	46,30,000
Royadug	(a) 7,396	8,009	8,74,000	40,000	9,99,405	8,33,000	—96,405
Kottur	(a) 8,539	7,665	3,08,000	13,00,000	16,24,204	10,37,000	—5,87,204
Krishnagiri	(a) 11,043	5,524	4,35,000	4,70,000	9,21,567	8,88,000	—33,567
Dharmapuri	(a) 4,135	3,177	2,60,000	3,96,000	6,93,312	7,05,000	11,688
line from Tiljola to Dum-Dum (E. B. Railway)	1,25,629	2,59,443	...	...	3,85,072	35,34,000	31,48,928
Extensions to Chitpore (E. B. Railway)	17,16,734	7,07,594	4,43,000	3,00,000	31,67,328	29,45,000	—2,22,328
Dhubri Extension	55,02,282	5,28,012	1,41,000	1,50,000	63,21,294	62,87,000	—34,294
Bonarpur	...	...	8,50,000	10,00,000	18,50,000	21,69,000	3,19,000
Hoshiarpur	14,531	...	...	...	14,531	15,000	469
Ferozepur	28,311	...	...	...	28,311	29,000	689
Delhi Chord	(b) 1,39,700	17,90,416	45,19,000	39,60,000	1,04,09,116	99,76,000	—13,33,116
Fyzabad	6,28,843	53,34,749	17,52,000	6,75,000	83,90,592	1,17,09,000	4,78,408
Bridge (Allahabad-Fyzabad)	...	...	24,37,000	4,03,000	28,40,000	...	...
Quilon—British Section	26,85,706	6,36,296	6,36,000	3,06,000	42,64,002	45,06,000	2,41,998
Ditto —Native State Section	50,81,337	31,22,750	25,01,000	3,30,000	1,10,35,087	1,12,66,000	2,30,913
Kohat-Ihal	32,25,698	22,49,205	3,94,000	62,000	59,39,903	67,59,000	8,28,097
Mangalore	(a) 38,085	3,52,690	32,18,000	50,00,000	86,08,775	1,29,95,000	43,86,225
Loop	...	5,300	—5,000	...	300	...	—300
Gauhati	...	72,581	14,35,000	10,23,000	25,30,581	92,31,000	67,00,419
Bedabad Branch	(a) 69,007	6,28,435	40,00,000	37,51,000	84,48,442	96,55,000	12,06,558
Koorgachi Chord	...	2,87,670	5,25,000	4,10,000	12,22,670	...	...
line between Canal Junction and Kankoorachi	...	42,867	2,36,000	3,76,000	6,54,867	...	...
Bedabad-Dholka (Earthwork, etc.)	...	59,900	...	...	59,900	60,000	100
Nushki	(a) 74,192	7,26,111	25,89,000	27,35,000	61,24,303	70,06,000	8,81,697
Phulera	...	...	11,65,000	28,00,000	39,65,000	53,25,000	13,60,000
Sind Extension	...	...	17,80,000	18,61,000	36,41,000	33,77,000	—2,64,000
Ootacamund Extension	...	...	...	10,00,000	10,00,000	21,45,000	11,45,000
TOTAL	8,81,65,449	2,67,29,000	3,78,28,000	3,78,04,000	19,05,26,449	26,39,58,000	7,34,31,551
Carried forward	1,77,68,16,490	6,94,53,477	7,23,17,000	9,27,69,000	2,01,13,55,967	2,08,47,87,518	7,34,31,551

(a) Survey outlay brought on to the construction account during 1902-1903.

(b) Includes Rs. 38,173 on account of survey outlay brought on.

(c) Includes Rs. 9,72,065 on account of outlay on Berar Railways brought on.

(d) Includes Rs. 2,443 on account of survey outlay brought on.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table III.—Capital expenditure on State Railways in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to end of 1904-1905—concluded.

RAILWAYS.	To end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	To end of 1904-1905.	Sanctioned outlay.	Balance remaining unspent.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	1,77,68,16,490	6,94,53,477	7,23,17,000	9,27,69,000	2,01,13,55,967	2,08,47,87,518	7,34,31,331
LINES IN ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.							
Ranaghat-Bhagwangola	3,02,450	...	...	...	3,02,450	3,02,450	...
Southern Mahratta (Depreciation on works, etc.)	5,27,071	...	...	...	5,27,071	5,27,071	...
Bellary-Kistna	1,65,78,416	...	...	...	1,65,78,416	1,65,78,416	...
Bilaspur-Etawah	75,132	...	...	...	75,132	75,132	...
Vizagapatam-Raipur	2,45,035	...	...	...	2,45,035	2,45,035	...
Nagpur-Chhattisgarh Depreciation Account	6,57,038	...	...	...	6,57,038	6,57,038	...
Umaria Colliery	1,82,672	...	...	...	1,82,672	1,82,672	...
TOTAL	1,85,67,814	...	...	...	1,85,67,814	1,85,67,814	...
Stores	7,36,940	—1,49,195	...	...	5,87,745	5,87,745	...
Reserve	...	...	...	44,10,000	44,10,000	44,10,000	...
TOTAL	1,79,61,21,244	6,93,04,282	7,23,17,000	9,71,79,000	2,03,49,21,526	2,10,83,53,077	7,34,31,331
Distributed as under—							
CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged to Revenue) —							
State Railways—Construction *	1,05,46,94,456	6,84,60,015	7,00,11,000	9,46,55,000	1,28,78,20,471	1,28,78,20,471	...
Redemption of Liabilities †	59,20,83,646	...	...	...	59,20,83,646	59,20,83,646	...
FAMINE RELIEF AND INSURANCE—							
Protective Railways	7,24,12,846	24,375	19,07,000	22,06,000	7,65,50,221	7,65,50,221	...
CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)	5,45,35,712	...	...	...	5,45,35,712	5,45,35,712	...
CONSTRUCTION OF RAILWAYS (charged to Provincial or Local Revenues)	88,30,796	8,19,892	3,99,000	3,18,000	1,03,67,688	1,03,67,688	...
OTHER EXPENDITURE charged against Revenue	1,35,63,783	...	...	...	1,35,63,788	1,35,63,788	...
TOTAL AS ABOVE	1,79,61,21,244	6,93,04,282	7,23,17,000	9,71,79,000	2,03,49,21,526	2,10,83,53,077	7,34,31,331

* INCLUDES DEBENTURES RAISED BY COMPANIES—

East Indian Railway	6,93,81,519	1,95,50,411	...	1,80,00,000	10,69,31,930
South Indian Railway	1,50,57,237	...	...	67,50,000	2,18,07,237
Great Indian Peninsula Railway	...	...	...	...	...
TOTAL	8,44,38,756	1,95,50,411	...	2,47,50,000	12,87,39,167

† East Indian Railway	Rs.
Eastern Bengal Railway	18,05,98,229
Oudh and Rohilkhand Railway	2,35,46,757
North Western Railway	15,50,40,735
South Indian Railway	7,36,74,320
Great Indian Peninsula Railway	7,03,88,355
	8,88,35,250
TOTAL	59,20,83,646

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table IV.—Capital Expenditure on Irrigation—Major Works, in 1902-1903, and estimated expenditure on such works in 1903-1904 and 1904-1905, and to the end of 1904-1905.

	Actual outlay to end of 1901-1902.	Accounts, 1902-1903.	Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.	Total Actual and estimated outlay to end of 1904-1905.	Sanctioned estimate.	Balance of sanctioned estimate remaining to be spent.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
IRRIGATION WORKS.							
CAPITAL EXPENDITURE NOT CHARGED TO REVENUE.							
<i>Burma.</i>							
Andalay Canal	39,89,500	6,15,510	4,02,000	1,64,000	51,71,010	46,06,719	...
Arwebo Canal	9,03,459	10,75,839	10,42,000	8,86,000	39,07,298	46,28,060	7,20,762
Canals . . . . .	...	...	65,000	5,00,000	5,65,000	42,63,836	36,98,836
<i>Bengal.</i>							
Bhissa Canals	2,58,94,319	36,332	38,000	17,000	2,59,85,651	...	...
Madanpur Canal	82,90,288	2,309	1,000	...	82,93,597	...	...
Patil Tidal Canal	25,51,641	...	...	...	25,51,641	...	...
Canals	2,58,24,169	—1,618	—11,000	...	2,58,11,551	...	...
<i>United Provinces.</i>							
Ganges Canal	2,84,13,792	2,11,446	9,82,000	8,36,000	3,04,43,238	...	...
Lower Ganges Canal	3,37,83,829	29,406	2,00,000	4,27,000	3,44,40,235	...	...
Ditto Fatehpur Branch	31,09,554	83,278	76,000	59,000	33,27,832	...	...
Canal	89,91,848	2,18,575	2,71,000	3,25,000	98,06,423	...	...
Western Jumna Canal	38,42,593	1,72,946	3,01,000	3,03,000	46,19,539	...	...
<i>Punjab.</i>							
Western Jumna Canal (including Sirsia Branch)	1,64,22,091	29,482	34,000	42,000	1,65,27,573	...	...
Doab Canal	1,84,57,372	4,26,738	1,53,000	2,30,000	1,92,67,110	...	...
Ind Canal (State outlay)	2,32,92,835	1,63,347	1,33,000	2,62,000	2,38,51,182	...	...
Canal	2,59,11,448	9,32,003	5,02,000	12,52,000	2,85,97,451	...	...
Canal	92,65,783	19,58,103	17,90,000	26,97,000	1,57,10,886	(a) 1,40,00,213	...
<i>Madras.</i>							
Avary Delta System	1,13,90,202	61,593	1,54,000	2,35,000	1,18,40,795	...	...
Canal Delta System	1,30,72,953	3,73,833	3,43,000	3,53,000	1,41,42,786	...	...
Lower River Canals System	51,24,898	1,65,301	1,00,000	1,03,000	54,93,199	...	...
Project	85,99,921	85,060	2,27,000	2,14,000	91,25,981	...	...
<i>Bombay.</i>							
Canal	22,22,892	2,94,076	59,000	11,000	25,86,968	...	...
Canal	16,57,544	...	...	...	16,57,544	...	...
Western Nara Works	60,64,358	1,16,359	1,40,000	1,02,000	64,22,717	...	...
Canal	78,05,921	2,86,692	1,71,000	34,000	82,97,613	...	...
Canals	64,78,120	1,08,922	3,19,000	1,87,000	70,93,042	...	...
Other projects	3,62,18,356	12,54,933	10,41,000	35,39,000	4,20,53,289	...	...
Outlay incurred from Ordinary Revenues	33,75,79,686	87,00,465	85,33,000	1,27,78,000	36,75,91,151	...	...
TOTAL	5,63,50,141	2,37,607	4,15,000	2,78,000	5,72,80,748	...	...
PROTECTIVE IRRIGATION WORKS.	28,12,29,545	84,62,858	81,18,000	1,25,00,000	31,03,10,403	...	...
<i>Central Provinces.</i>							
Arbada Tank . . . . .	...	24,843	1,24,000	25,000	1,73,843	1,77,234	3,391
Arbada Tank . . . . .	...	...	62,000	44,000	1,06,000	2,53,299	1,47,290
Arbada-Menda Tank . . . . .	...	...	1,24,000	75,000	1,99,000	6,18,301	4,19,301
Arbada-Aranda Tank . . . . .	...	...	62,000	44,000	1,06,000	2,22,219	1,10,219
<i>Bengal.</i>							
Arbada Canal	1,12,127	83,572	78,000	35,000	3,08,699	(b) 3,00,746	...
Arbada Canal	3,27,780	2,86,993	2,71,000	4,00,000	12,85,773	(a) 40,50,375	27,64,603
<i>United Provinces.</i>							
Arbada Canal	42,88,040	30,964	1,22,000	2,12,000	46,53,004	...	...
Arbada Canal . . . . .	...	...	6,000	7,66,000	7,72,000	36,74,729	29,02,729
<i>North-West Frontier Province.</i>							
Arbada River Canal	39,90,298	28,472	32,000	1,00,000	41,50,770	...	...
<i>Madras.</i>							
Arbada Project	44,39,121	57,697	40,000	58,000	45,94,818	...	...
<i>Bombay.</i>							
Arbada Canal	53,58,042	2,499	7,000	12,000	53,79,541	...	...
Other projects	33,77,931	9,06,088	12,10,000	17,29,000	72,23,019	...	...
Outlay incurred from Ordinary Revenues	2,18,93,339	14,21,128	21,38,000	35,00,000	2,89,52,467	...	...
TOTAL	28,93,110	...	...	...	28,93,110	...	...
GRAND TOTAL	1,00,00,220	14,21,128	21,8,000	35,00,000	2,60,59,357	...	...
	30,02,29,774	98,83,986	1,02,56,000	1,60,00,000	33,63,69,760	...	...

(a) Figure intimated to Secretary of State in Despatch No. 4 P. W., dated 18th February 1904.

(b) Includes supplementary and Revised Estimates sanctioned by the Government of India.

APPENDIX IV—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table V.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1902-1903, with Revised Estimates 1903-1904 and Budget Estimates for 1904-1905.

	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>	<i>M.</i>
GUARANTEED RAILWAYS.							
Open mileage at beginning of year	2,588	2,588	2,612	1,305	1,334	1,349	
<i>Gross Traffic Receipts.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
Madras	1,02,35,380	1,09,06,956	1,15,52,942	1,10,33,035	1,20,68,312	1,25,40,000	1,25,00,000
Ditto Extensions . . . . .	...	...	...	56,465	1,86,889	3,00,000	3,00,000
Bombay, Baroda and Central India	1,67,45,041	1,84,32,686	1,73,43,582	1,55,00,276	1,60,11,316	1,67,50,000	1,71,50,000
Great Indian Peninsula	3,68,29,648	3,32,61,822	89,29,427	...	...	...	...
TOTAL	6,38,10,069	6,26,01,464	3,78,25,951	2,65,89,776	2,82,66,517	2,95,90,000	2,99,50,000
<i>Working Expenses.</i>							
Madras	51,88,748	57,09,501	56,71,710	56,45,793	61,69,379	68,40,000	68,40,000
Ditto Extensions . . . . .	...	...	...	22,046	79,538	1,43,000	1,43,000
Bombay, Baroda and Central India	72,51,431	90,16,496	83,57,857	71,97,104	78,24,865	84,00,000	81,00,000
Great Indian Peninsula	2,05,43,160	1,92,67,239	40,42,892	...	...	...	...
TOTAL	3,29,83,339	3,39,93,236	1,80,72,459	1,28,64,943	1,40,73,782	1,53,83,000	1,51,00,000
<i>Net Traffic Receipts.</i>							
Madras	50,46,632	51,97,455	58,81,232	53,87,242	58,98,933	57,00,000	57,00,000
Ditto Extensions . . . . .	...	...	...	34,419	1,07,351	1,57,000	1,57,000
Bombay, Baroda and Central India	94,93,610	94,16,190	89,85,725	83,03,172	81,86,451	83,50,000	83,50,000
Great Indian Peninsula	1,62,86,488	1,39,94,583	48,86,535	...	...	...	...
TOTAL	3,08,26,730	2,86,08,228	1,97,53,492	1,37,24,833	1,41,92,735	1,42,07,000	1,42,07,000

APPENDIX IV—continued.

STATE RAILWAYS.	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	M.	M.	M.	M.	M.	M.	M.
(a) Total mileage at beginning of year	15,582	16,643	17,136	19,295	19,380	20,119	20,767
Gross Traffic Receipts.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Indian { England	3,455	3,450	3,450	3,450	3,450	3,000	3,000
{ India	6,01,07,531	6,58,04,353	6,75,19,065	7,10,62,672	6,74,11,071	7,05,00,000	7,10,00,000
Putana-Malwa System	2,28,60,759	2,77,81,248	2,84,65,308	2,81,18,427	2,49,93,926	2,20,00,000	2,40,00,000
Calcutta	1,93,364	2,09,610	2,55,120	2,92,862	3,46,103	3,75,000	3,80,000
Nagpur-Deesa	40,271	49,701	40,983	39,190	31,756	30,000	35,000
Wardha Colliery	6,09,393	5,77,182	6,59,350	6,98,956	6,74,934	5,45,000	5,85,000
Wardha Coal	2,09,600	2,07,216	1,75,380	...	...	...	...
Nagpur	73,81,307	1,07,42,719	1,21,44,574	1,35,36,367	1,45,37,860	1,61,00,000	1,80,00,000
Wardha Colliery	4,78,862	14,995	...	...	...	...	...
Wardha Railways	86,77,541	94,69,988	1,13,34,182	1,22,32,691	1,26,67,364	1,42,00,000	1,40,00,000
Bombay-Bengal	14,22,065	16,04,649	18,21,277	20,92,758	21,10,110	25,00,000	31,50,000
Wardha	94,036	91,299	85,785	83,310	88,476	88,000	85,000
Wardha-Companyganj	6,505	6,355	4,818	2,828	...	...	...
Wardha Bengal	1,41,48,932	1,61,22,698	1,71,05,226	1,70,14,290	1,75,21,934	1,88,00,000	1,81,25,000
Wardha and North-Western, and Wardha	66,33,807	81,68,864	84,24,104	99,79,539	1,02,19,920	1,19,00,000	1,19,00,000
Wardha Central	10,38,158	11,49,611	13,61,919	13,93,160	13,24,944	15,25,000	14,00,000
Wardha-Sultanpur Branch . . . . .	...	...	...	1,62,203	2,40,827	2,60,000	2,60,000
Wardha and Rohilkhand	1,00,88,265	1,13,25,817	1,16,10,252	1,35,20,795	1,35,27,277	1,40,00,000	1,45,00,000
Wardha Midland { England . . . . .	...	...	...	45,000	...	...	...
{ India	57,13,632	73,33,950	89,21,183	83,73,471	90,10,835	78,00,000	80,00,000
Wardha-Bareilly	10,43,931	13,09,526	12,74,927	13,86,506	14,53,542	14,25,000	14,25,000
Wardha-Dehra . . . . .	...	...	48,031	2,27,429	2,53,685	2,65,000	2,75,000
Wardha-Western	3,64,17,015	3,53,04,846	3,22,31,188	4,26,53,446	4,18,16,329	5,17,00,000	4,75,00,000
Wardha Indian	84,35,906	86,58,220	90,20,566	1,03,68,269	1,09,05,420	1,21,00,000	1,22,00,000
Wardha	12,10,229	11,24,012	14,53,141	14,04,895	16,42,156	15,50,000	15,50,000
Wardha . . . . .	...	...	...	...	...	2,80,000	3,00,000
Wardha Extension . . . . .	...	...	...	2,64,398	3,02,442	3,07,000	2,70,000
Wardha East Line, Madras Railway Wardha Coast, Southern Section)	31,77,776	52,81,401	60,95,150	46,90,260	44,53,516	45,50,000	46,50,000
Wardha-Mysore Frontier	3,87,828	4,05,156	4,59,810	4,37,238	4,72,119	5,00,000	4,50,000
Wardha-Quilon . . . . .	...	...	...	...	69,746	2,00,000	3,70,000
Wardha-Mutupet	2,45,846	2,38,518	2,42,502	2,97,287	3,31,866	4,10,000	5,00,000
Wardha and Manmad (net)	2,89,635	2,99,554	2,11,534	...	...	...	...
Wardha-Mahratta	49,94,337	62,93,041	63,75,599	57,12,614	65,62,022	67,00,000	67,00,000
Wardha-Shadipalli	2,29,706	2,20,367	1,97,480	...	...	...	...
Wardha-Hyderabad (British Sec- Wardha) . . . . .	...	...	12,802	4,00,599	5,05,058	6,00,000	6,00,000
Wardha Indian Peninsula . . . . .	...	...	2,67,52,243	4,26,63,480	4,35,86,154	4,55,00,000	4,65,00,000
In England	3,455	3,450	3,450	48,450	3,450	3,000	3,000
„ India	19,61,36,237	21,97,94,896	25,43,03,499	28,91,09,940	28,70,61,392	30,67,10,000	30,87,10,000
TOTAL	19,61,39,692	21,97,98,346	25,43,06,949	28,91,58,390	28,70,64,842	30,67,13,000	30,87,13,000

(a) Includes the length of the Bengal and North-Western Railway.

APPENDIX IV.—continued.

	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1901-1902.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Working Expenses.</i>							
East Indian	2,33,39,483	2,50,54,050	2,44,32,167	2,61,51,049	2,61,45,029	2,56,00,000	2,65,00,000
Rajputana-Malwa System	1,21,28,709	1,29,30,693	1,46,14,424	1,30,31,577	1,18,36,743	1,11,00,000	1,15,00,000
Bhopal	1,13,929	1,25,531	1,27,788	1,48,626	1,74,867	1,85,000	1,96,000
Palampur-Deesa	26,514	27,831	37,279	25,256	25,375	22,000	23,000
Warora Colliery	4,26,619	4,05,760	4,18,647	4,33,330	4,44,571	3,82,000	3,95,000
Wardha Coal	1,31,773	1,24,716	94,626	...	...	...	...
Bengal-Nagpur	36,16,820	45,80,706	53,76,704	72,65,514	74,31,631	85,00,000	90,00,000
Umaria Colliery	4,51,067	16,848	...	...	...	...	...
Burma Railway	52,71,162	55,53,838	66,60,429	73,85,882	77,32,319	89,00,000	89,00,000
Assam-Bengal	13,79,359	12,34,774	14,25,435	16,96,274	18,61,892	20,00,000	27,00,000
Jorhat	88,183	1,03,821	94,770	84,715	83,046	80,000	75,000
Cherra-Companyganj	1,07,271	43,911	19,534	7,640	...	...	...
Eastern Bengal	66,44,427	72,72,708	81,43,336	87,19,070	88,83,728	1,00,00,000	97,25,000
Bengal and North-Western, and Tirhoot	48,23,561	63,93,740	75,64,228	74,10,199	80,26,894	86,50,000	86,50,000
Bengal Central	7,71,673	8,07,735	9,20,155	9,00,740	9,13,996	11,10,000	10,60,000
Brahmaputra-Sultanpur Branch . . . . .	...	...	...	82,471	1,31,113	1,42,000	1,42,000
Oudh and Rohilkhand	47,92,194	50,44,137	58,76,434	65,83,646	65,35,525	68,50,000	70,00,000
Indian Midland	32,45,596	38,01,188	43,98,626	42,14,819	46,23,692	38,75,000	41,25,000
Lucknow-Bareilly	6,00,961	7,73,507	6,92,805	7,69,986	7,50,202	7,50,000	7,50,000
Hardwar-Dehra . . . . .	...	...	24,016	1,24,969	1,47,440	1,56,000	1,61,000
North Western	1,91,54,545	1,90,26,943	1,88,63,796	2,22,52,333	2,42,93,882	2,56,00,000	2,60,00,000
South Indian	49,58,361	47,25,019	47,99,860	55,50,380	51,28,993	61,25,000	67,50,000
Mysore	9,68,892	8,34,759	10,78,609	11,27,457	11,88,564	11,50,000	12,00,000
Nilgiri . . . . .	...	...	...	...	...	2,00,000	2,25,000
Bezwada Extension . . . . .	...	...	...	1,20,248	1,49,334	1,53,000	1,53,000
North East line, Madras Railway (East Coast, Southern Section)	22,71,399	31,99,538	33,96,035	25,12,717	30,07,291	31,35,000	28,50,000
Guntakal-Mysore Frontier	2,69,557	2,62,609	2,95,561	3,10,308	2,92,918	3,00,000	3,00,000
Tinnevely-Quilon . . . . .	...	...	...	...	29,574	92,000	1,92,000
Mayavaram-Mutupet	1,69,999	1,39,379	1,35,869	1,63,106	1,61,797	2,05,000	2,85,000
Southern Mahratta	39,46,803	45,93,822	48,03,985	44,92,654	46,99,571	48,50,000	51,00,000
Hyderabad-Shadipalli	1,54,057	1,39,499	1,25,616	...	...	...	...
Jodhpur-Hyderabad (British Sec- tion) . . . . .	...	...	12,217	2,44,773	2,91,566	3,25,000	3,25,000
Great Indian Peninsula . . . . .	...	...	1,25,52,735	2,05,75,278	2,24,16,610	2,34,00,000	2,42,00,000
TOTAL	9,98,52,914	10,72,17,062	12,69,85,686	14,23,85,017	14,74,08,163	15,38,37,000	15,84,00,000

APPENDIX IV.—continued.

	ACCOUNTS.					Revised Estimate, 1903-1904.	Budget Estimate, 1904-1905.
	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.		
<i>Net Traffic Receipts.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
Indian	3,67,71,503	4,07,53,753	4,30,90,348	4,49,15,073	4,12,69,492	4,49,03,000	4,45,03,000
Madras-Malwa System	1,07,32,050	1,48,50,555	1,38,50,884	1,50,86,850	1,31,57,183	1,09,00,000	1,25,00,000
Calcutta	79,435	84,079	1,27,332	1,44,236	1,71,236	1,90,000	1,84,000
Amritsar-Deesa	13,757	21,870	3,704	13,934	6,381	8,000	10,000
Bara Colliery	1,82,774	1,71,422	2,40,703	2,65,626	2,30,363	1,63,000	1,90,000
Bara Coal	77,827	82,500	80,754	...	...	...	...
Calcutta-Nagpur	37,64,487	61,62,013	67,67,870	62,70,853	71,06,229	76,00,000	90,00,000
Bara Colliery	27,795	—1,853	...	...	...	...	...
Bara Railways	34,06,379	39,16,150	46,73,753	48,46,809	49,35,045	53,00,000	51,00,000
Am-Bengal	42,706	3,69,875	3,95,842	3,96,484	2,48,218	5,00,000	4,50,000
at	5,853	—12,522	—8,985	—1,405	5,430	8,000	10,000
Bara-Companyganj	—1,00,766	—37,556	—14,716	—4,812	...	...	...
Bara Bengal	75,04,505	88,49,990	89,61,890	82,95,220	86,38,206	88,00,000	84,00,000
Bara and North-Western, and Rhodes	18,10,246	17,75,124	8,59,876	25,69,340	21,93,026	32,50,000	32,50,000
Bara Central	2,66,485	3,41,876	4,41,764	4,92,420	4,10,948	4,15,000	3,40,000
Amputra-Sultanpur Branch . . . . .	...	...	...	79,732	1,09,714	1,18,000	1,17,000
Bara and Rohilkhand	52,96,071	62,81,680	57,33,818	69,37,149	69,91,752	71,50,000	75,00,000
Bara Midland	24,68,036	35,32,762	45,22,557	42,03,652	43,87,143	39,25,000	38,75,000
Bara Bareilly	4,42,970	5,36,019	5,82,122	6,16,520	7,03,340	6,75,000	6,75,000
Bara Dehra . . . . .	...	...	24,015	1,02,460	1,06,245	1,09,000	1,13,000
Bara Western	1,72,62,470	1,62,77,903	1,33,67,392	2,04,01,113	1,75,22,447	2,61,00,000	2,15,00,000
Bara Indian	34,77,545	39,33,201	42,20,706	48,17,889	57,76,427	59,75,000	54,50,000
Bara	2,41,337	2,89,253	3,74,532	2,77,438	4,53,592	4,00,000	3,50,000
Bara . . . . .	...	...	...	...	...	80,000	75,000
Bara Extension . . . . .	...	...	...	1,44,150	1,53,108	1,54,000	1,42,000
Bara East line, Madras Railway (East Coast, Southern Section).	9,06,377	20,81,863	26,99,115	21,77,543	14,46,225	14,15,000	18,00,000
Bara-Mysore Frontier	1,18,271	1,42,547	1,64,249	1,26,930	1,79,201	2,00,000	1,50,000
Bara Quilon . . . . .	...	...	...	...	40,172	1,08,000	1,80,000
Bara-Mutupet	75,847	99,139	1,06,633	1,34,181	1,70,069	2,05,000	2,15,000
Bara and Manmad	2,89,635	2,99,554	2,11,534	...	...	...	...
Bara Mahratta	10,47,534	16,99,219	15,71,614	12,19,950	18,62,451	18,50,000	16,00,000
Bara-Shadipalli	75,649	80,868	71,864	...	...	...	...
Bara-Hyderabad (British Sec- tion) . . . . .	...	...	585	1,55,826	2,13,492	2,75,000	2,75,000
Bara Indian Peninsula . . . . .	...	...	1,41,99,508	2,20,88,202	2,11,69,544	2,21,00,000	2,23,00,000
TOTAL	9,62,86,778	11,25,81,284	12,73,21,263	14,67,73,373	13,96,56,679	15,28,76,000	15,02,51,000

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05.

	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05.
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
DIRECT RECEIPTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Mandalay canal . . .	...	...	...	...	17,803	1,10,000	1,80,000
Orissa canals . . .	4,69,554	4,42,497	4,08,888	3,49,006	4,05,592	4,46,000	4,23,000
Midnapur canal . . .	2,33,772	2,38,652	2,34,213	2,40,992	2,24,150	2,13,000	1,87,000
Hijili Tidal canal . . .	75,286	53,234	47,349	47,942	41,050	42,000	40,000
Sone canals . . .	10,75,265	10,95,351	11,15,881	11,38,971	14,50,516	12,44,000	12,27,000
Ganges canal . . .	32,06,998	36,57,032	38,83,058	28,27,161	35,23,554	33,52,000	32,83,000
Lower Ganges canal . . .	22,79,590	22,29,549	21,86,673	19,96,655	22,82,197	23,84,000	22,57,000
Ditto Fatehpur Branch . . .	...	76,330	84,969	80,380	1,35,186	2,48,000	1,95,000
Agra canal . . .	6,81,498	8,28,626	9,27,398	6,65,736	8,80,933	8,65,000	8,31,000
Eastern Jumna canal . . .	12,48,831	12,41,746	12,34,495	11,79,374	13,53,857	12,01,000	13,34,000
Betwa canal . . .	1,10,665	94,267	56,896	75,562	1,06,859	1,43,000	80,000
Western Jumna canal (including Sirsa Branch) . . .	28,00,084	29,79,562	25,33,190	21,84,804	23,61,573	23,87,000	22,50,000
Chenab canal . . .	24,06,523	30,02,897	42,77,499	53,47,867	62,03,439	72,62,000	73,50,000
Bari Doab canal . . .	30,06,435	29,69,561	30,16,243	28,52,395	32,97,204	32,96,000	31,50,000
Sirhind canal . . .	27,53,361	30,90,800	30,53,344	23,15,816	27,82,581	27,43,000	24,00,000
Jhelum canal . . .	...	...	...	...	24,104	3,44,000	8,00,000
Swat River canal . . .	4,13,960	4,18,038	4,84,502	4,57,845	4,82,394	5,19,000	4,90,000
Godavari Delta System . . .	1,09,589	1,13,290	1,15,714	1,10,381	1,04,532	1,05,000	1,05,000
Kistna " " . . .	78,372	61,565	87,066	70,850	78,578	72,000	75,000
Pennér River canals " . . .	2,302	1,695	2,387	3,512	1,938	3,000	3,000
Periyar Project . . .	581	1,220	1,624	1,615	2,168	2,000	2,000
Rushikulya " . . .	1,470	1,789	2,027	5,084	2,811	3,000	3,000
Desert canal . . .	43,442	47,591	39,462	48,290	53,023	48,000	70,000
Begari " . . .	49,964	55,277	59,348	47,713	44,956	51,000	46,000
Eastern Nara Works . . .	26,363	22,808	28,705	27,154	26,578	30,000	42,000
Mutha canals . . .	2,57,142	3,20,928	2,12,883	2,95,926	2,98,645	3,00,000	3,16,000
Nira canal . . .	1,42,459	1,48,200	1,33,866	2,28,058	2,31,616	2,43,000	2,57,000
Jamrao canal . . .	...	...	2,060	5,128	43,686	1,59,000	1,61,000
Other projects . . .	6,55,795	4,85,433	5,41,411	7,89,448	7,82,496	11,70,000	11,68,000
TOTAL . . .	2,21,29,301	2,36,77,938	2,47,71,151	2,33,93,665	2,72,44,019	2,89,85,000	2,87,25,000
PORTION OF LAND REVENUE DUE TO IRRIGATION—							
Mandalay canal . . .	...	...	...	...	4,619	19,000	10,000
Ganges canal . . .	7,15,593	7,80,511	7,80,511	8,26,342	8,72,442	8,84,000	8,84,000
Lower Ganges canal . . .	2,09,586	2,09,586	2,09,586	2,09,586	2,09,586	2,14,000	2,14,000
Eastern Jumna " . . .	2,49,803	2,50,989	2,50,989	2,52,041	2,53,952	2,54,000	2,54,000
Chenab canal . . .	3,31,965	4,57,345	6,32,690	10,46,645	10,56,041	11,01,000	11,00,000
Bari Doab canal . . .	2,21,189	2,27,286	2,33,160	2,36,603	2,38,756	2,30,000	2,30,000
Jhelum " . . .	...	...	...	...	13,706	...	...
Swat River " . . .	40,823	41,257	42,550	44,580	47,284	45,000	45,000
Godavari Delta System . . .	29,15,743	25,66,115	29,25,382	30,93,882	29,68,262	31,19,000	31,19,000
Kistna " " . . .	24,91,812	25,40,854	26,34,552	27,42,392	27,25,450	26,73,000	26,95,000
Pennér River canals " . . .	3,51,193	2,61,246	3,57,541	3,69,205	3,70,918	3,72,000	3,72,000
Periyar Project . . .	2,62,867	3,24,717	3,88,061	4,43,315	4,56,571	4,72,000	4,83,000
Rushikulya " . . .	82,033	91,059	87,131	95,844	94,832	98,000	99,000
Desert canal . . .	1,11,398	1,26,878	1,60,930	1,39,985	1,41,889	1,61,000	1,93,000
Begari " . . .	3,54,168	3,90,454	4,16,913	3,34,669	3,14,732	3,58,000	3,97,000
Eastern Nara Works . . .	5,07,038	6,55,531	5,10,522	4,49,513	4,93,647	5,37,000	5,23,000
Mutha canals . . .	-6,470	-9,403	-3,869	-8,085	-8, 63	...	...
Nira canal . . .	-7,035	-7,330	-6,584	-11,310	-11,465	...	...
Jamrao canal . . .	...	...	3,30,642	4,21,049	4,97,692	7,08,000	8,55,000
Other projects . . .	12,55,880	11,45,511	12,85,539	15,14,701	14,75,038	17,87,000	17,94,000
TOTAL . . .	1,00,87,586	1,00,52,606	1,12,36,246	1,22,00,957	1,22,15,889	1,30,32,000	1,32,67,000

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—continued.

	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05.
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
AL REVENUE—							
Mandalay canal . . . . .	...	...	...	...	22,422	1,29,000	1,90,000
Orissa canals	4,69,554	4,42,497	4,08,888	3,49,006	4,05,592	4,46,000	4,23,000
Midnapur canal	2,33,772	2,38,652	2,34,213	2,40,992	2,24,150	2,13,000	1,87,000
Hijili Tidal canal	75,286	53,234	47,349	47,942	41,050	42,000	40,000
Sone canals	10,75,265	10,95,351	11,15,881	11,38,971	14,50,516	12,44,000	12,27,000
Ganges canal	39,22,591	44,37,543	46,63,569	36,53,503	43,95,996	42,30,000	41,67,000
Lower Ganges canal	24,89,176	24,39,135	23,96,259	22,06,241	24,91,783	25,98,000	24,71,000
Ditto Fatehpur Branch . . . . .	...	76,330	84,969	80,380	1,35,186	2,48,000	1,95,000
Agra canal	6,81,498	8,28,626	9,27,398	6,65,736	8,80,933	8,65,000	8,31,000
Eastern Jumna canal	14,98,634	14,92,735	14,85,484	14,31,415	16,07,809	14,55,000	15,88,000
Betwa canal	1,10,665	94,267	56,896	75,562	1,06,859	1,43,000	80,000
Western Jumna canal (including Sirsa Branch)	28,00,084	29,79,562	25,33,190	21,84,804	23,61,573	23,87,000	22,50,000
Chenab canal	27,38,488	34,60,242	49,10,189	63,94,512	72,59,480	83,63,000	84,50,000
Bari Doab canal	32,27,624	31,96,847	32,49,403	30,88,998	35,35,960	35,26,000	33,80,000
Sirhind canal	27,53,361	30,90,800	30,53,344	23,15,816	27,82,581	27,43,000	24,00,000
Jhelum canal . . . . .	...	...	...	...	37,810	3,44,000	8,00,000
Swat River canal	4,54,783	4,59,295	5,27,052	5,02,425	5,29,678	5,64,000	5,35,000
Godavari Delta System	30,25,332	26,79,405	30,41,096	32,04,263	30,72,794	32,24,000	32,24,000
Kistna " "	25,70,184	26,02,419	27,21,618	28,13,242	28,04,028	27,45,000	27,70,000
Pennér River canals " "	3,53,495	2,62,941	3,59,928	3,72,717	3,72,856	3,75,000	3,75,000
Periyar Project	2,63,448	3,25,937	3,89,685	4,44,930	4,58,739	4,74,000	4,85,000
Rushikulya " "	83,503	92,848	89,158	1,00,928	97,643	1,01,000	1,02,000
Desert canal	1,54,840	1,74,469	2,00,392	1,88,275	1,94,912	2,09,000	2,63,000
Begari " "	4,04,132	4,45,731	4,76,261	3,82,382	3,59,688	4,09,000	4,43,000
Eastern Nara Works	5,33,401	6,78,339	5,39,227	4,76,667	5,20,225	5,67,000	5,65,000
Mutha canals	2,50,672	3,11,525	2,09,014	2,87,841	2,90,582	3,00,000	3,16,000
Nira canal	1,35,424	1,40,870	1,27,282	2,16,748	2,20,151	2,43,000	2,57,000
Samrao canal . . . . .	...	...	3,32,702	4,26,177	5,41,378	8,67,000	10,16,000
Other projects	19,11,675	16,30,944	18,26,950	23,04,149	22,57,534	29,57,000	29,62,000
TOTAL	3,22,16,887	3,37,30,544	3,60,07,397	3,55,94,622	3,94,40,245	4,20,17,000	4,19,92,000
WORKING EXPENSES—							
Mandalay canal . . . . .	...	...	...	...	30,312	82,000	1,00,000
Orissa canals	4,65,598	4,45,106	4,18,409	3,95,100	3,61,432	3,93,000	4,01,000
Midnapur canal	2,69,703	2,71,378	1,63,234	1,61,668	1,44,522	1,31,000	1,57,000
Hijili Tidal canal	48,535	43,304	30,632	28,658	34,685	23,000	30,000
Sone canals	5,59,480	5,47,919	5,76,302	5,47,210	5,27,716	5,26,000	5,86,000
Ganges canal	10,62,597	10,74,296	11,19,864	10,57,425	11,20,924	10,48,000	10,88,000
Lower Ganges canal	9,96,696	8,90,350	10,61,960	10,49,948	10,56,724	10,93,000	10,78,000
Ditto Fatehpur Branch	1,935	49,750	1,03,476	1,26,995	1,21,579	1,46,000	1,23,000
Agra canal	2,34,351	2,83,363	2,33,043	2,60,131	2,52,836	2,16,000	2,42,000
Eastern Jumna canal	3,84,099	4,09,040	4,27,362	4,65,063	5,15,809	4,25,000	4,13,000
Betwa canal	1,01,686	95,360	86,537	1,01,852	1,22,892	1,14,000	1,00,000
Western Jumna canal (including Sirsa Branch)	8,63,021	9,07,513	9,14,677	8,65,175	8,17,970	8,19,000	8,25,000
Chenab canal	7,08,766	10,53,385	12,00,241	12,86,828	13,15,846	16,41,000	14,83,000
Bari Doab canal	7,86,572	7,97,190	8,26,926	8,40,911	9,64,870	9,64,000	9,97,000
Sirhind canal	6,73,078	8,56,298	7,70,709	7,93,513	8,35,062	8,12,000	7,86,000
Jhelum canal . . . . .	...	...	...	20,046	1,42,414	2,59,000	3,00,000
Swat River canal	99,596	58,345	89,312	86,856	80,111	90,000	65,000
Godavari Delta System	5,80,559	5,89,209	6,70,826	6,09,464	5,70,647	6,13,000	6,67,000
Kistna " "	5,25,151	5,23,143	5,04,823	5,11,894	4,96,071	6,79,000	5,63,000
Pennér River canals " "	36,139	36,687	32,120	43,643	55,091	76,000	60,000
Periyar Project	1,16,138	1,05,351	83,831	98,493	1,26,351	1,05,000	1,16,000
Rushikulya " "	38,734	49,459	76,220	64,377	66,003	61,000	59,000
Desert canal	59,152	49,102	57,976	56,722	99,246	1,00,000	1,12,000
Begari " "	72,152	96,043	69,133	60,329	87,067	88,000	80,000
Eastern Nara Works	1,11,007	1,15,630	97,734	98,001	84,196	81,000	99,000
Mutha canals	74,377	73,609	66,768	74,943	1,22,653	85,000	84,000
Nira canal	52,785	52,281	42,401	44,229	43,591	49,000	50,000
Samrao canal . . . . .	...	...	64,710	1,52,889	2,18,286	2,00,000	2,89,000
Other projects	4,82,021	4,98,172	5,47,118	6,26,442	9,04,252	11,35,000	13,65,000
TOTAL	94,03,928	99,71,283	1,03,36,344	1,05,28,805	1,13,19,158	1,20,54,000	1,23,18,000

APPENDIX IV.—continued.

COMMERCIAL AND FINANCIAL STATISTICS.

Table VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1902-03, with Revised Estimates for 1903-04, and Budget Estimates for 1904-05—concluded.

	ACTUALS.					Revised Estimate, 1903-04.	Budget Estimate, 1904-05.
	1898-99.	1899-1900.	1900-01.	1901-02.	1902-03.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
NET REVENUE—							
Mandalay canal . . . . .	...	...	...	...	—7,890	47,000	90,000
Orissa canals	3,956	—2,609	—9,521	—46,094	44,160	53,000	22,000
Midnapur canal	—35,931	—32,726	70,979	79,324	79,628	82,000	30,000
Hijili Tidal canal	26,751	9,930	16,717	19,284	6,365	19,000	10,000
Sone canals	5,15,785	5,47,432	5,39,579	5,91,761	9,22,800	7,18,000	6,41,000
Ganges canal	28,59,994	33,63,247	35,43,705	25,96,078	32,75,072	31,88,000	30,79,000
Lower Ganges canal	14,92,480	15,48,785	13,34,299	11,56,293	14,35,058	15,05,000	13,93,000
Ditto, Fatehpur Branch	—1,935	26,580	—18,507	—46,615	13,607	1,02,000	72,000
Agra canal	4,47,147	5,45,263	6,94,355	4,05,605	6,28,097	6,49,000	5,89,000
Eastern Jumna canal	11,14,535	10,83,695	10,58,122	9,66,352	10,92,000	10,30,000	11,75,000
Betwa canal	8,979	—1,093	—29,641	—26,290	—16,033	29,000	—20,000
Western Jumna canal (including							
Sirsa Branch)	19,37,063	20,72,049	16,18,513	13,19,629	15,43,603	15,68,000	14,25,000
Chenab canal	20,29,722	24,06,857	37,09,948	51,07,684	59,43,634	67,22,000	69,67,000
Bari Doab canal	24,41,052	23,99,657	24,22,477	22,48,087	25,71,090	25,62,000	23,83,000
Sirhind canal	20,80,283	22,34,502	22,82,635	15,22,303	19,47,519	19,31,000	16,14,000
Jhelum canal . . . . .	...	...	...	—20,046	—1,04,604	85,000	5,00,000
Swat River canal	3,55,187	4,00,950	4,37,740	4,15,569	4,49,567	4,74,000	4,70,000
Godavari Delta System	24,44,773	20,90,196	23,70,270	25,94,799	25,02,147	26,11,000	25,57,000
Kistna " "	20,45,033	20,79,276	22,16,795	23,01,348	23,07,957	20,66,000	22,07,000
Pennér River canals " "	3,17,356	2,26,254	3,27,808	3,29,074	3,17,765	2,99,000	3,15,000
Periyar Project	1,47,310	2,20,586	3,05,854	3,46,437	3,32,388	3,69,000	3,09,000
Rushikulya " "	44,769	43,389	12,938	36,551	31,640	40,000	43,000
Desert canal	95,688	1,25,367	1,42,416	1,31,553	95,666	1,09,000	1,51,000
Begari " "	3,31,980	3,49,688	4,07,128	3,22,053	2,72,621	3,21,000	3,03,000
Eastern Nara Works	4,22,394	5,62,709	4,41,493	3,78,666	4,36,029	4,86,000	4,66,000
Mutha canals	1,76,295	2,37,916	1,42,246	2,12,898	1,67,929	2,15,000	2,32,000
Nira canal	82,639	88,589	84,881	1,72,519	1,76,560	1,94,000	2,07,000
Jamrao canal . . . . .	...	...	2,67,992	2,73,288	3,23,092	6,67,000	7,27,000
Other projects	14,29,654	11,32,771	12,79,832	16,77,707	13,53,282	18,22,000	15,97,000
TOTAL	2,28,12,959	2,37,59,260	2,56,71,053	2,50,65,817	2,81,40,750	2,99,63,000	2,96,74,000

APPENDIX IV.—continued.

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.
Actuals, 1902-1903.

RAILWAYS.		Amount in Rupees.	Amount in sterling at contract rates.	Equivalent at Rs. 15=£1.	Exchange.
GUARANTEED RAILWAYS.		R	£	R	R
RECEIPTS.					
Madras		52,91,199	485,027	72,75,398	
Bombay, Baroda and Central India		54,35,084	362,014	54,30,211	-19,84,190
	TOTAL	1,07,26,283	847,041	1,27,05,609	4,873
ADVANCES.					
Madras		43,37,443	397,599	59,63,984	-16,26,541
Madras Extensions		12,34,837	82,241	12,33,605	1,232
Bombay, Baroda and Central India		55,07,964	366,811	55,02,170	5,794
	TOTAL	1,10,80,244	846,651	1,26,99,759	-16,19,615
NET RECEIPTS.					
Madras		9,53,756	87,428	13,11,414	-3,57,658
Madras Extensions		-12,34,837	-82,241	-12,33,605	-1,232
Bombay, Baroda and Central India		-72,880	-4,797	-71,959	-921
	TOTAL	-3,53,961	390	5,850	-3,59,811
SUBSIDIZED RAILWAYS.					
RECEIPTS.					
Gain on re- mittances to India.	Bengal Central	...	-8	-118	118
	Bengal-Nagpur	...	23	350	-350
	Ditto Extensions	...	407	6,105	-6,105
	Burma	...	-101	-1,513	1,513
	Indian Midland	...	632	9,486	-9,486
	Lucknow-Bareilly	...	-58	-881	881
	Southern Mahratta	...	-13,118	-1,96,762	1,96,762
		...	-12,223	-1,83,333	1,83,333
Capital received in India.	Ahmedabad-Dholka	7,63,000	50,867	7,63,000	...
	Ahmedabad-Parantij	18,000	1,200	18,000	...
	Brahmaputra-Sultanpur	-7,000	-467	-7,000	...
	Mymensingh-Jamalpur-Jagannathganj	44,000	2,933	44,000	...
	Tapti Valley	67,000	4,467	67,000	...
		8,85,000	59,000	8,85,000	...
	TOTAL RECEIPTS	8,85,000	46,777	7,01,667	1,83,333
WITHDRAWALS IN INDIA.					
Assam-Bengal		-14,36,810	-95,703	-14,35,550	-1,269
Bengal Central		1,07,114	7,141	1,07,114	...
Bengal-Nagpur		2,78,629	18,539	2,78,095	534
Ditto Extensions		94,65,077	631,005	94,65,077	...
Burma		35,46,410	236,347	35,45,200	1,204
Indian Midland		10,49,683	69,341	9,95,112	54,571
Ditto Saugor-Katni		-781	-52	-781	...
Lucknow-Bareilly		-2,958	-197	-2,958	...
Mysore		86,587	6,469	97,037	-10,450
Southern Mahratta		-4,98,552	-41,546	-6,23,190	1,24,638
		1,25,94,390	828,344	1,24,25,162	1,69,228
Ahmedabad-Dholka		7,53,499	50,233	7,53,499	...
Ahmedabad-Parantij		23,624	1,575	23,624	...
Brahmaputra-Sultanpur		78,342	5,222	78,342	...
Hardwar-Dehra		8,706	580	8,706	...
Mymensingh-Jamalpur-Jagannathganj		55,527	3,702	55,527	...
South Behar		-57,358	-3,824	-57,358	...
Tapti Valley		19,762	1,318	19,762	...
		8,82,102	58,806	8,82,102	...
	TOTAL WITHDRAWALS	1,34,76,492	887,150	1,33,07,264	1,69,228
	Net Withdrawals	1,25,91,492	840,373	1,26,05,597	-14,105
GUARANTEED AND SUBSIDIZED RAILWAYS.					
	Net Withdrawals	1,29,45,453	839,983	1,25,99,747	3,45,706

APPENDIX IV.—*continued.*TABLE VI.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—*continued.*

Revised Estimate, 1903-1904.

RAILWAYS.		Amount in Rupees. (Omitting 000.)	Amount in sterling at contract rates. (Omitting 000.)	Equivalent at Rs. 15=£ 1. (Omitting 000.)	Exchange. (Omitting 000.)
GUARANTEED RAILWAYS.		R	£	R	R
RECEIPTS.					
Madras		73,50	673 7	1,01,06	—27,56
Bombay, Baroda and Central India		58,50	390,0	58,50	...
	TOTAL	1,32,00	1,063,7	1,59,56	—27,56
ADVANCES.					
Madras		48,50	444,6	66,69	—18,19
Madras Extensions		2,00	13,3	2,00	...
Bombay, Baroda and Central India		45,50	303,3	45,50	...
	TOTAL	96,00	761,2	1,14,19	—18,19
NET RECEIPTS.					
Madras		25,00	229,1	34,37	—9,37
Madras Extensions		—2,00	—13,3	—2,00	...
Bombay, Baroda and Central India		13,00	86,7	13,00	...
	TOTAL	36,00	302,5	45,37	—9,37
SUBSIDIZED RAILWAYS.					
RECEIPTS.					
Gain on remittances (Bengal-Nagpur Extensions to India.		...	4	6	—6
{ Southern Mahratta		...	—16,5	—2,48	2,48
		...	—16,1	—2,42	2,42
Capital received in India.	{ Ahmedabad-Dholka	91	6,1	91	...
	{ Ahmedabad-Parantij	6	4	6	...
	{ Brahmaputra-Sultanpur	23	1,5	23	...
	{ Hardwar-Dehra	52	3,5	52	...
	{ Mymensingh-Jamalpur-Jagannathganj	55	3,7	55	...
	{ Tapti Valley	46	3,0	46	...
		2,73	18,2	2,73	...
	TOTAL RECEIPTS	2,73	2,1	31	2,42
WITHDRAWALS IN INDIA.					
Assam-Bengal		—12,33	—82,2	—12,33	...
Bengal Central		2	1	2	...
Bengal-Nagpur		5,15	34,3	5,15	...
Ditto Extensions		89,47	596,5	89,47	...
Burma		16,95	113,0	16,95	...
Indian Midland		34,10	220,0	33,00	1,10
Lucknow-Bareilly		83	5,5	83	...
Mysore		1,20	9,0	1,34	—14
Southern Mahratta		—9,14	—76,2	—11,43	2,29
		1,26,25	820,0	1,23,00	3,25
Ahmedabad-Dholka		1,03	7,2	1,08	...
Ahmedabad-Parantij		6	4	6	...
Brahmaputra-Sultanpur		50	3,3	50	...
Hardwar-Dehra		54	3,6	54	...
Mymensingh-Jamalpur-Jagannathganj		45	3,0	45	...
South Behar		—1	—1	—1	...
Tapti Valley		1,00	6,7	1,00	...
		3,62	24,1	3,62	...
	TOTAL WITHDRAWALS	1,29,87	844,1	1,26,62	3,25
	Net Withdrawals	1,27,14	842,0	1,26,31	83
GUARANTEED AND SUBSIDIZED RAILWAYS.					
	Net Withdrawals	91,14	539,5	80,94	10,20

APPENDIX IV.—concluded.

TABLE VII.—CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS—concluded.

Budget Estimate, 1904-1905.

RAILWAYS.	Amount in Rupees. (Omitting 000.)	Amount in sterling at contract rates. (Omitting 000.)	Equivalent at Rs. 15=£1. (Omitting 000.)	Exchange. (Omitting 000.)
GUARANTEED RAILWAYS.				
RECEIPTS.				
Madras	56,30	516,1	77,41	—21,11
Bombay, Baroda and Central India	49,79	332,0	49,79	...
TOTAL	1,06,09	848,1	1,27,20	—21,11
ADVANCES.				
Madras	57,87	530,5	79,57	—21,70
Madras Extensions	30	2,0	30	...
Bombay, Baroda and Central India	39,00	260,0	39,00	...
TOTAL	97,17	792,5	1,18,87	—21,70
NET RECEIPTS.				
Madras	—1,57	—14,4	—2,16	59
Madras Extensions	—30	—2,0	—30	...
Bombay, Baroda and Central India	10,79	72,0	10,79	...
TOTAL	8,92	55,6	8,33	59
SUBSIDIZED RAILWAYS.				
RECEIPTS.				
Gain or remittances } Southern Mahratta to India.	...	—13,4	—2,01	2,01
	...	—13,4	—2,01	2,01
CAPITAL RECEIVED IN INDIA.				
Ahmedabad-Dholka	65	4,3	65	...
Ahmedabad-Parantij	11	7	11	...
Brahmaputra-Sultanpur	—1	—1	—1	...
Hardwar-Dehra	50	3,3	50	...
Mymensingh-Jamalpur-Jagannathganj	27	1,8	27	...
Tapti Valley	1,07	7,2	1,07	...
	2,59	17,2	2,59	...
TOTAL RECEIPTS	2,59	38	58	2,01
WITHDRAWALS IN INDIA.				
Assam-Bengal	—7,46	—49,7	—7,46	...
Bengal Central	36	2,4	36	...
Bengal-Nagpur	1,50	10,0	1,50	...
Ditto Extensions	53,05	353,7	53,05	...
Burma	6,31	42,1	6,31	...
Ditto Extensions	15,00	100,0	15,00	...
Indian Midland	24,55	163,6	24,55	...
Ditto Saugor-Katni	2,19	14,6	2,19	...
Lucknow-Bareilly	—21	—1,4	—21	...
Mysore	1,21	9,0	1,36	—15
Southern Mahratta	—12,19	—81,3	—12,19	...
	84,31	563,0	84,46	—15
Ahmedabad-Dholka	65	4,3	65	...
Ahmedabad-Parantij	11	7	11	...
Hardwar-Dehra	50	3,3	50	...
Mymensingh-Jamalpur-Jagannathganj	27	1,8	27	...
South Behar	—47	—3,1	—47	...
Tapti Valley	1,07	7,2	1,07	...
	2,13	14,2	2,13	...
TOTAL WITHDRAWALS	86,44	577,2	86,59	—15
Net Withdrawals	83,85	573,4	86,01	—2,16
GUARANTEED AND SUBSIDIZED RAILWAYS.				
Net Withdrawals	74,93	517,8	77,68	—2,75

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

W R—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RESULTS OF WORKING DURING 1ST HALF OF YEAR.												RESULTS OF WORKING FOR OFFICIAL YEAR.			
RAILWAYS.	AVERAGE EARNINGS PER MILE.		Mean mileage worked.		Total earnings for week ending.		Earnings per mile open for week.		Total earnings from 1st January to		Increase.	Decrease.			
	During 1st-half of 1903.	During official year 1902-03.	1903.	1904.	14th March 1903.	12th March 1904.	1903.	1904.	14th March 1903.	12th March 1904.					
	R	R	Miles.	Miles.	R	R	R	R	R	R	R	R			
State and Guaranteed Railways.															
East Indian	709	671	1,962	1,971	14,54,000	14,82,000	687	738	1,49,46,479	1,48,02,000	...	...	
Bengal Central	172	183	139	139	20,112	24,300	145	175	2,45,332	2,72,000	26,648	...			
Bengal-Nagpur (inclgd. Raipur-Dhamtari 2' 6")	184	169	1,866	1,866	3,44,332	3,71,000	188	199	34,01,449	38,92,000	4,90,571	...			
Great Indian Peninsula system	691	534	1,569	1,569	9,97,098	10,08,000	578	642	1,22,76,489	1,04,87,000	...	...	
Indian Midland (inclgd. Bhopal-Itarsi)	227	217	916	944	1,03,124	1,58,000	200	171	21,37,030	18,10,000	...	...	
Berwada extn. (East Coast State)	320	283	21	21	6,090	5,800	230	270	76,915	54,500	...	...	
North Western (inclgd. Nowshera-Dargai 2' 6")	283	255	3,158	3,267	7,62,674	10,08,000	241	309	84,09,176	98,74,000	14,64,824	...			
Oudh and Rohilkhand (inclgd. m. g.)	265	229	1,113	1,216	2,47,973	2,71,000	224	223	29,00,377	28,34,000	...	...	
Eastern Bengal (inclgd. metre and 2' 6")	312	380	898	898	2,47,939	2,93,000	275	320	30,33,555	34,03,000	3,69,445	...			
Bombay, Baroda and Central India	809	657	461	505	3,24,080	3,13,000	703	620	34,52,406	32,08,000	...	...	
Madras	280	259	888	900	2,31,204	2,42,000	200	203	23,73,356	24,91,000	1,17,614	...			
North-East line	192	173	494	485	9,97,59	1,18,000	202	213	9,63,405	10,40,000	70,594	...			
Hardwar-Dehra	171	154	32	32	5,842	6,800	183	213	40,001	47,700	1,699	...			
Standard gauge.															
Rajputana-Malwa (inclgd. Godhra-Rutlam-Nagda 5' 6")	276	268	1,784	1,784	4,63,126	3,88,000	260	218	53,19,870	44,19,000	...	...	
Palampur-Deesa	39	36	17	17	225	500	13	29	5,923	4,600	...	...	
South Indian	209	191	1,124	1,124	2,30,800	2,12,000	205	189	22,79,207	21,52,000	...	...	
Tinnevely-Quilon (British section)	96	82	19	50	1,631	3,700	80	74	17,257	45,600	28,343	...			
Tanjore District Board	108	103	71	99	6,954	7,500	98	76	70,783	78,800	8,012	...			
Southern Mahratta (inclgd. Gi-M. Fron. sec.)	128	115	1,165	1,165	1,26,744	1,02,000	109	139	12,00,400	14,03,000	1,14,594	...			
Mysore section (Southern Mahratta)	106	107	296	296	30,117	40,000	102	130	3,08,038	3,33,000	24,962	...			
Bengal and N.-W. (inclgd. Tirhoot sec.)	93	158	1,317	1,330	2,19,160	2,49,000	166	187	23,77,455	24,62,000	84,545	...			
Lucknow-Bareilly	138	127	231	237	25,498	23,700	110	100	3,07,748	3,05,000	252	...			
Assam-Bengal	66	68	644	740	39,035	51,000	61	69	4,44,420	5,42,000	97,574	...			
Burma	220	202	1,311	1,337	3,28,877	3,59,000	251	268	34,05,708	37,04,000	2,98,292	...			
Brahmaputra-Sultanpur	64	79	59	59	3,394	4,900	58	83	40,500	52,100	11,562	...			
Jodhpur-Hyderabad (British section)	94	78	124	124	10,314	9,700	83	78	1,09,478	1,29,000	19,522	...			
Nagpur	349	337	17	17	6,014	4,000	354	271	40,985	42,400	1,415	...			
Metre gauge.															
Bombay, Baroda and Central India	841,416	819,022	1,57,50,000	1,57,50,000	1,49,08,554	1,49,08,554	703	620	34,52,406	32,08,000	...	...	
Madras	4,01,011	97,836	1,26,39,989	1,26,39,989	2,31,204	2,42,000	200	203	23,73,356	24,91,000	...	...	
North-East line	9,68,347	10,517	1,66,04,533	1,66,04,533	9,97,59	1,18,000	202	213	9,63,405	10,40,000	...	...	
Hardwar-Dehra	841,416	819,022	1,57,50,000	1,57,50,000	1,49,08,554	1,49,08,554	703	620	34,52,406	32,08,000	...	...	
Rajputana-Malwa (inclgd. Godhra-Rutlam-Nagda 5' 6")	37,01,471	3,440	2,37,12,471	2,37,12,471	4,63,126	3,88,000	260	218	53,19,870	44,19,000	...	...	
Palampur-Deesa	...	...	29,540	29,540	225	500	13	29	5,923	4,600	...	...	
South Indian	...	...	1,03,32,691	1,03,32,691	2,30,800	2,12,000	205	189	22,79,207	21,52,000	...	...	
Tinnevely-Quilon (British section)	...	...	(a) 64,467	(a) 64,467	1,631	3,700	80	74	17,257	45,600	...	...	
Tanjore District Board	...	...	3,13,305	3,13,305	6,954	7,500	98	76	70,783	78,800	...	...	
Southern Mahratta (inclgd. Gi-M. Fron. sec.)	...	...	66,26,710	66,26,710	1,26,744	1,02,000	109	139	12,00,400	14,03,000	...	...	
Mysore section (Southern Mahratta)	...	...	15,67,106	15,67,106	30,117	40,000	102	130	3,08,038	3,33,000	...	...	
Bengal and N.-W. (inclgd. Tirhoot sec.)	...	...	98,52,013	98,52,013	2,19,160	2,49,000	166	187	23,77,455	24,62,000	...	...	
Lucknow-Bareilly	...	...	13,50,398	13,50,398	25,498	23,700	110	100	3,07,748	3,05,000	...	...	
Assam-Bengal	...	...	20,67,181	20,67,181	39,035	51,000	61	69	4,44,420	5,42,000	...	...	
Burma	...	...	1,13,73,000	1,13,73,000	34,05,708	37,04,000	251	268	34,05,708	37,04,000	...	...	
Brahmaputra-Sultanpur	...	...	13,32,000	13,32,000	3,394	4,900	58	83	40,500	52,100	...	...	
Jodhpur-Hyderabad (British section)	...	...	23,70,000	23,70,000	10,314	9,700	83	78	1,09,478	1,29,000	...	...	
Nagpur	...	...	1,19,17,330	1,19,17,330	2,98,292	3,59,000	251	268	34,05,708	37,04,000	...	...	
	...	...	2,30,442	2,30,442	11,562	4,900	58	83	40,500	52,100	...	...	
	...	...	4,74,374	4,74,374	10,314	9,700	83	78	1,09,478	1,29,000	...	...	
	...	...	2,81,098	2,81,098	6,014	4,000	354	271	40,985	42,400	...	...	
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
			
													

All other Railways.

All other Railways.													
Standard gauge.													
Metre gauge.													
Delhi-Umballa-Kalka	221	162	30,648	31,500	189	194	3,79,161	3,08,000	...	71,161	18,43,324	16,00,000	1,83,324
Tankessur	327	42	7,509	6,500	341	295	73,779	70,000	...	3,779	3,16,103	3,12,000	4,101
South Behar	135	79	10,699	11,700	131	148	1,07,842	1,08,000	158	...	4,70,941	4,90,000	19,053
Southern Punjab (Delhi Samasita)	103	425	36,738	39,500	86	93	4,75,616	3,37,000	...	1,38,646	18,35,277	18,73,000	37,723
Rajpura-Bhatinda	182	107	17,809	18,100	167	169	1,85,772	1,58,000	...	27,772	8,33,480	8,99,000	65,510
Ludhiana-Dhuri-Jakkhal	73	79	5,000	6,200	63	78	60,299	55,700	...	5,199	3,52,084	3,00,000	...
The Nizam's Guaranteed State	286	334	95,115	86,800	285	260	1,00,042	719,000	...	2,24,042	42,70,470	38,26,000	46,084
Tapti Valley	134	155	24,874	14,900	100	90	2,89,225	1,54,000	...	1,35,225	7,97,333	6,74,000	4,44,470
Pellat Cambay	80	32	1,422	2,800	44	85	1,97,02	24,900	5108	...	7,97,333	7,40,000	1,23,333
Nagda-Ujjain	80	34	3,107	2,000	93	59	28,492	24,300	...	4,192	1,13,797	1,24,000	10,203
Bina-Goonab-Baran	46	148	6,631	8,200	45	55	77,465	88,300	10,835	...	1,38,546	1,08,000	30,546
Bhopal-Ujjain	89	114	10,057	8,800	88	77	1,15,550	88,700	26,856	...	2,54,377	3,20,000	65,623
Kolar Gold-fields	392	10	3,853	3,100	382	310	39,220	44,000	5,774	...	2,00,197	2,01,000	1,25,125
...
Rohilkund and Kumaon (Co.'s sec.)	165	66	10,773	10,200	163	155	93,707	74,600	...	19,107	5,11,945	5,00,000	11,945
Sagauli-Rawal	54	18	681	1,000	38	55	10,919	14,200	3,581	...	39,274	44,900	5,625
Nokkahi (Bengal)	30	35	...	1,000	...	49	...	10,700	10,700	...	...	(b) 40,300	40,800
Mymensingh-Jamalpur-Jaganathganj	66	53	3,923	3,000	74	68	38,192	42,700	4,508	...	1,93,498	2,15,000	21,502
Bengal-Dooars	122	36	3,564	3,000	99	108	48,987	40,000	...	8,087	2,55,829	2,06,000	40,171
Bengal-Dooars Extensions	53	94	4,250	7,000	40	61	50,149	59,700	9,551	...	2,72,656	3,17,000	44,304
Dibru-Sadiya	214	78	17,052	20,000	219	204	1,02,884	1,84,000	21,116	...	8,01,703	9,41,000	1,39,297
Shoranur-Cochin	105	65	5,977	7,000	92	108	61,837	70,700	8,863	...	(c) 1,96,682	3,44,000	1,47,318
Ahmedabad-Parantij	58	55	2,431	3,500	41	64	30,345	34,800	4,455	...	1,58,474	1,47,000	11,474
Ahmedabad-Dholka	36	34	1,02	1,300	8	38	(d) 580	18,000	17,414	...	(d) 580	70,400	75,814
The Gackwar's Railway	69	122	5,552	6,000	40	50	77,120	77,800	674	...	3,65,419	3,86,000	20,581
Kolhapur	80	29	1,788	1,000	62	107	21,214	28,700	7,486	...	1,20,295	1,25,000	4,705
Yesvaipur-Mysore Fron. sec. (including M. Nanjangud)	77	67	4,079	3,800	73	101	45,038	50,700	11,602	...	2,38,310	2,74,000	35,690
Birur-Shimoga	33	38	1,094	1,900	29	50	12,707	15,000	2,893	...	60,981	61,000	19
Hyderabad-Godavari Valley	131	392	44,811	46,700	114	119	4,30,601	3,91,000	...	39,661	21,12,723	20,89,000	62,723
Bhavnagar-Gondal-Junagadh-Forbandar	110	82	29,772	39,600	89	119	3,52,136	3,84,000	31,864	...	13,34,752	15,46,000	2,11,248
Jetaisar-Rajkot	73	60	2,732	3,900	59	85	31,124	40,000	8,876	...	1,35,057	1,67,000	31,943
Jamnagar	51	54	2,086	3,300	39	61	19,276	28,100	8,824	...	1,19,656	1,41,000	21,344
Dhrangadra	48	21	581	700	28	33	7,928	7,500	...	428	34,225	41,000	6,775
Jodhpur-Bikaner	64	700	35,932	42,400	51	61	5,03,769	4,89,000	...	14,769	19,01,460	19,61,000	58,540
Udaipur-Chitor	56	67	3,300	4,000	50	60	40,101	36,900	...	3,261	1,93,250	1,64,000	29,250
Darjeeling-Himalayan	377	51	19,219	19,000	377	373	1,51,376	1,57,000	5,624	...	8,23,302	8,95,000	71,698
Kalka-Simla	...	...	...	5,000	...	85	...	44,000	44,000	...	...	(e) 76,100	76,000
Cooch Behar	82	34	1,771	3,500	52	103	27,895	24,100	...	3,795	1,15,283	1,20,000	4,717
The Gackwar's Dabhoi	77	79	5,213	3,800	60	43	48,308	40,700	...	7,008	2,01,669	2,40,000	38,331
Rajpipla	28	37	680	900	18	24	9,649	7,000	2,649	...	38,882	39,000	1,018
Norvi	63	94	3,083	6,000	33	64	52,411	57,600	...	2,74,115	2,91,351	2,91,000	10,885
Barsi	125	22	2,539	4,400	129	200	16,520	38,400	21,880	...	1,07,542	1,41,000	33,458
TOTAL	119	106	4,67,403	5,01,000	107	111	51,99,472	47,13,400	...	4,86,072	2,25,60,562	2,28,36,000	2,75,338
GRAND TOTAL	281	256	66,68,729	72,90,900	257	273	7,56,91,008	7,47,74,800	...	9,18,208	32,10,83,308	33,92,30,600	1,81,47,292

(a) From 1st June 1902 to 14th March 1903.

[illegible]

Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Cutch State			
	Cambay State	B. B. & C. I.	103	74
	Savanur "		7	8
	Bhor "		7	6
	Porbandar Port	B. G. J. P.	...	...
	Jamnagar Town and Port		...	...
	Bhavnagar Town and Port	B. G. J. P.	85	73
	Mongrol Port		...	...
	Jodia "		...	...
	Jafrabad "		...	...
	Veraval Port		...	...
	Vawania "		33	21
	Kathiawar State	B., B. & C. I., Morvi & B. G. J. P.	808	514
	Kolhapur Town	S. M.	27	27
	Kolhapur and Southern Mahratta Country		155	121
	Sachin State	B., B. & C. I.	...	...
	Dharapur State		...	...
	Srivardhan Port		...	...
	Murud "		...	...
	Barimandla "		...	...
	Nandgaon "		...	...
	Janjira "		...	...
	Janjira State		...	...
	Velan Port		...	...
	Billimora "	B., B. & C. I.	...	...
	Baroda City	B., B. & C. I.	146	106
	Baroda State		1076	761
	Kodinar Port.	" "	1	...
	Jath "		...	...
	Bijapur State	S. M. & G. I. P. Ry.	7	9
	Surat "	B. B. & C. I.	14	12
	Aden "		(f) 1	...
		Total	11,629	8,693
Madras Presidency.	Salem Town.	Madras	...	...
	Salem District		...	...
	Bellary Cantonment	S. M.	(c) 39	(e) 27
	Bellary Town		...	...
	Bellary District	S. M. & Madras	6	7
	Coimbatore Town	Madras	(b) 183	(h) 144
	Coimbatore District	Madras, S. I. & Nilgiri	4	...
	Nilgiris	Madras	66	56
	North Arcot "	S. I. & Madras	8	5
	South Arcot District	S. I.	(c) 84	(b) 66
	Cuddalore Port		...	...
	Tinnevely District	S. I.	...	...
	Malabar "	Madras	...	...
	Cuddapah "	S. I. & Madras	(g) 22	(g) 18
	Mangalore Port		25	19
	Ermala "		(f) 3	(f) 2
	South Canara District	Madras & S. I.	...	...
	Madras City	S. I. & Madras	(f) 1	...
	Chingleput District	S. M. & Madras	(g) 8	(g) 7
	Kurnool "	Madras	...	...
	Godaveri "	S. I.	...	...
	Tanjore "	Madras, S. I. & S. M.	(a) 38	(a) 34
	Anantapur "	S. I.	...	...
	Madura "		...	...
	Cochin State		...	...
		Total	487	385
Presidency	Calcutta	E. I., E. B. S. & B. N.	325	295
	Nadia District	E. B. S. & B. C. & R. K.	(g) 2	2
	24-Parganas District		...	...
	Khulna District	B. N. & H. A.	...	...
	Howrah Town		(f) 2	2
	Midnapore District	E. L. B. N. H. A. & H. S.	(f) 6	4
	Hooghly District		(f) 2	2
	Howrah District		...	...
	Burdwan District		...	...
	Birbhum District	E. I.	...	...
	Champaran District	B. & N. W.	...	...
	Chapra Town	B. & N. W.	...	...
	Saran District		...	...
	Gaya Town		1013	931
	Gaya District		276	276
	Muzaffarpur District	E. & N. W.	460	380
	Darbhanga Town		195	237
	Darbhanga District	E. I.	108	91
	Shahabad "		47	36
	Patna City		558	502
Bhagalpur	Patna District		116	116
	Monghyr Town		1739	1695
	Monghyr District		78	70
	Bhagalpur Town		324	226
	Bhagalpur District	" & B. & N. W.	50	135
	Sonthal Parganas District		27	24
Chota Nagpur.	Palamau District		1	1
	Hazaribagh "		5	4
Orissa	Cuttack District		...	...
		Total	3	3
		Total	5337	5,092

(a) Two imported cases
 (b) Six " cases
 (c) Seven " "

(e) Four imported cases.
 (f) Imported.
 (g) One imported case.
 (h) Three " cases.

(a) Imported.
(b) Four imported cases.
(c) 3 " cases.
(d) One imported case.

(f) Including 1 imported case.
(g) " 2 " cases.
(h) For week ending 12th March 1904.

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.		
Hyderabad State.	...	Aurangabad District	N. G. S.	161	122		
		Bir	N. G. S.	116	115		
		Hyderabad	N. G. S.	2	1		
		Indur	G. I. P. & Barsi	138	116		
		Usmanabad	S. M.	69	53		
		Lingsagur	N. G. S.	104	72		
		Paribani	G. I. P. & Madras	...	...
		Raichur	G. I. P. & N. G. S.	...	...
		Gulburga	N. G. S.	2	2		
		Nander	N. G. S.	...	...
			Total	592	481		
Central India.	...	Indore City	B., B. & C. I.	476	421		
		Indore State	B., B. & C. I.	...	...
		Ujjain City	B., B. & C. I. & G. I. P.	...	...
		Gwalior City	G. I. P., (I. M. Sec.) & Gwalior	188	157		
		Gwalior State	G. I. P. (I. M. Sec.)	17	8		
		Dhar State	G. I. P. (I. M. Sec.)	36	36		
		Bhopal City	G. I. P.	678	676		
		Pathari State	B., B. & C. I. (Rajputana Malwa)	...	...
		Bhopal State	"	...	...
		Mhow Cantonment	"	...	...
		Nimach	"	...	...
		Indore Residency	B., B. & C. I.	16	11		
		Rutlam City	"	4	2		
		Rutlam State	"	...	...
		Dewas Town	"	39	35		
		Dewas State	"	120	117		
		Narsingarh State	G. I. P.	37	39		
		Tonk State (portion in Central India)	"	...	...
		Sehore	B., B. & C. I.	14	7		
		Sailana	"	...	...
		Piploda District	B., B. & C. I.	...	...
		Bagli State	"	...	...
		Jhabua	"	218	131		
		Jaora	"	...	...
		Jaora Town	"	...	...
		Agar Military Station	"	...	...
		Manpur	"	16	...		
		Sitamau State	"	...	...
					Total	1,859	1,640
		Rajputana	...	Abu Road	B., B. & C. I.	(c) 1	(c) 1
Ajmer District	"			(c) 2	(c) 2		
Mewar State	"			520	503		
Partabgarh	"			21	...		
Chitor (Udaipur State)	B., B. & C. I.			146	101		
Tonk State	" J. B.			...	...
Marwar	"			131	102		
Jaipur	"			...	...
Kishengarh Town	J. B.			61	5		
Bikanir State	"			...	...
Jhalawar	B. B. & C. I.			162	103		
Sirohi	"			213	137		
Shahpura	B. B. & C. I.			1	...		
Alwar	"			...	...
Banswara Town	"			...	...
Bharatpur State	"			...	...
Falna	"			...	...
			Total	1,259	1,031		
Kashmir	...	Hamirpur-Sidhan (Akhaur Tahsil)	"	...	...
		Jammu City	"	...	...
		Jammu Province	N. W.	612	38		
		Srinagar District	"	132	13		
		Srinagar City	"	...	...
			Total	744	...		
N.-W. F. Province.	...	Abbottabad Town	"	...	...
		Hazara District	"	...	...
Baluchistan.	...	Peshawar	"	...	...
		Sonmiani	N. W.	...	...
		Hirok	"	...	...
			Total	...	...
GRAND TOTAL				49,848	40,848		

(a) Figures from 8th to 14th March 1904.

(b) Figures for week ending 12th March 1904.

(c) Imported.

H. H. RISLEY,
Secretary to the Government of India

WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF
FEBRUARY 1904 OF:

RICE
WHEAT AND FLOUR
BARLEY
JAWAR AND BAJRA
RAGI
KANGNI

MAIZE
GRAM AND PULSE
GHI
SUGAR
SALT
TOBACCO

TURMERIC
GRASS AND STRAW
JAWAR STALKS
BHUSA
SHEEP, GOATS, AND BULLOCKS

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Burma—*												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	35.96	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	29.23	29.22	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	35.55	28.32	55.65	55.65	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	21.33	21.92	27.12	32	...	...	...	...	...	...
Thongwa . . . . .	...	...	31.68	29.63	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	28.07	27.95	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	28.19	27	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	26.89	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	34.59	34.59	29.09	31.84	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	38.1	33.17	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	28.57	33.33	...	...	...	...	...	...	...	...
Assam—												
<i>Brahmaputra—</i>												
Goalpara	12.5	15	26.25	30	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	25	26.25	...	...	...	...	...	...	...	...
Bengal—*												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	28.75	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	25	27.5	27.5	25	...	...	27.5	20	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	25	27.5 to 30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	42.5	40	32.5	30	...	...	25	23.75	23.75	25
<i>Central—</i>												
Bardwan . . . . .	...	...	29.53	31.25	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	24.06	29.53	24.22	22.19	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	24.43	27.5	33.23	32.5	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	18.75	23.12	26.25	28.12	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	25	28.12	25	28.12	...	...	14.37	18.75	16.25	19.37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	28.75	25.94	28.75	28.75	...	...	17.5	17.5	...	...
Muzaffarpur . . . . .	...	...	25	27.5	25	28.12	...	...	14.53	15.62	...	...
United Provinces:												
(a) AGRA—												
<i>Eastern—</i>												
Benares	15.99	17.92	28.23	28.44	26.51	26.51	32.97	32.34	17.08	18.33	17.08	16.4
<i>Central—</i>												
Cawnpore	18.18	17.76	31.98	29.63	25	25	28.59	29.63	16.3	17.76	15.68	16.4
Jhansi	20	20	43.23	36.35	27.81	30.36	...	...	18.65	18.18	14.69	18.4
<i>Western—</i>												
Meerut . . . . .	...	...	50	36.46	24.22	26.51	30.78	32	15.68	17.76	15.36	18.4
Agra	23.59	19.06	47.03	47.03	25	26.67	28.54	31.98	15.68	18.59	15.1	18.4
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	18.18	...	33.33	25.78	25	...	...	15.99	14.79	...	16.4
(b) OUDH—												
<i>Southern—</i>												
Lucknow	18.75	18.18	30.73	31.25	25.78	25	31.41	30.73	15.99	15.99	17.13	17.4
<i>Northern—</i>												
Fyzabad	17.5	17.5	37.5	37.5	25.62	25.36	...	...	18.75	17.76	16.87	...

* The figures under "Rice, husked" represent the prices of common rice

The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												Burma—
												Tenasserim—
												Mergui
						40.76	40.76	50	50			Tavoy
												Moulmein and Amherst
						23.88	25.4	25.4	29.63			Pegu (deltaic) —
												Rangoon
						37.65	28.19					Thongwa
												Bassein
						33.86		45.71	48.12			Pegu (inland) —
						36.99	38.1					Henzada
												Toungoo
						31.53	24.24	45.39	46.33			Upper Burma—
												Mandalay
						30.05	20	41.29	41.29			Bamo
												Pakokku
						38.1	40	50	57.14			Arakan—
												Kyaukpyu
												Akyab
												Assam—
												Brahmaputra—
												Goalpara
												Gauhati
						31.25	30	40	40	360	310	Bengal—
						27.5	28.75	25.75	27.5	400	400	Eastern—
												Chittagong
												Dacca
						33.75	{ 23.75 to 27.5 }	35	{ 35 to 37.5 }	325	300	Deltaic—
20.25	22.5			22.5	21.25	27.5	25	47.5	45	390	390	Midnapur
												Calcutta
						{ 22.5 and 23.75 }	25	31.25	30	320	300	Central—
						26.56	25.31	35.47	40.78	530	520	Bardwan
												Pabna
				20	22.5	26.46	27.5	37.5	37.5	328.85	360	Northern—
												Rangpur
						23.28	19.69	21.87	21.56	337.5	318.75	Orissa—
												Cuttack
		13.12		13.75	15	16.87	17.66	27.5	24.37	230	260	Bihar, south—
												Patna
		14.53	15.94	13.91	15.94	21.09	18.75	35	35	300	293.44	Bihar, north—
						20	20	31.87	27.5	290.94	255.94	Bhagalpur
												Muzaffarpur
												United Provinces:
												(a) AGRA—
16.67	16.04			15	15.88	17.97	16.04	34.9	30.36	325.90	308.8	Eastern—
												Benares
18.33	17.4			14.79	15.05	17.03	17.76			290.88	266.67	Central—
18.59	17.03			12.5		15.88	18.18			304.84	256.09	Cawnpore
												Jhansi
15.99	21.04			14.82	19.06	17.76	21.04	30.78	28.19	304.74	278.28	Western—
15.68	19.48			17.03		18.18	20	38.07	33.07	280.62	246.15	Meerut
												Agra
	19.06				15.99	20.21	22.24		22.24	320	280	Submontane, west—
												Shahjahanpur
												(b) OUDH—
17.86	15.99			14.63	15.99	20	18.18		23.54	300	280	Southern—
												Lucknow
18.75				15		20	18.28			340	300	Northern—
												Fyzabad

(The figures state prices in rupees per ten maunds)

[illegible]

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—continued

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Rajputana—												
Eastern— Ajmer	12.5	12.5	...	...	32.03	36.41	...	...	20	25	16.67	22.19
Panjab—												
Southern— Ferozpur	19.06	16.72	44.37	44.37	22.19	27.5	29.37	33.28	12.97	18.12	12.03	17.34
Central— Lahore	20	24.22	41.04	43.28	22.02	26.25	27.03	28.49	14.32	17.97	12.71	18.33
South-eastern— Delhi . . . . .	...	19.06	38.12	33.33	25.78	27.5	31.35	31.56	14.84	17.4	14.27	19.06
Submontane— Amritsar	21.04	23.54	38.07	39.01	22.55	24.22	25	27.6	...	...	14.79	...
Northern— Rawalpindi	20	22.19	42.08	51.82	23.49	28.59	26.67	30.62	15.99	20.78	15.99	15.94
Western— Multan	17.34	19.06	30.78	30.73	27.55	30.73	34.01	34.63	15.99	21.04	15.36	19.06
Sind and Baluchistan—												
Karachi . . . . .	...	...	35	36.87	...	31.87	...	...	...	22.86	...	...
Shikarpur . . . . .	...	...	37.19	...	26.87	27.19	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	28.75 to 31.87	34.06 to 35.94	57.5	57.5	22.5 to 23.75	28.12	18.75	22.5
Bombay—												
Deccan and Karnatak— Dharwar . . . . .	...	...	27.71	...	29.84	...	...	...	...	...	11.77	14.9
Sholapur . . . . .	...	...	...	...	36.25	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan— Ahmednagar . . . . .	...	...	...	...	25.31	36.82	...	...	...	...	19.95	18.12
Dhulia . . . . .	...	...	...	...	35.21	...	...	...	...	...	...	...
Gujarat— Surat . . . . .	...	...	...	...	...	35.31	...	...	...	...	21.25	18.91
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces—(a)												
Western— Nagpur . . . . .	...	...	31	34	26	29	33.25	40	...	...	18.5	21
Central— Jubbulpore . . . . .	...	...	29.62	34.75	27.62	27.62	32.62	34.75	...	...	14.75	15.37
Eastern— Raipur . . . . .	...	...	22.5	31	22	24	28	30	...	...	14.25	...
Berar—												
Basim . . . . .	...	...	...	...	30.37	38.37	...	...	...	...	18.25	20
Akola . . . . .	...	...	60	75	45	45.75	50	50	...	...	26	23.87
Ellichpur . . . . .	...	...	61.5	61.5	34.75	40	44.37	47	...	...	22.87	24.25
Amraoti . . . . .	...	...	37.5	45	32.5	37.5	38	43.5	...	...	18.75	23.75
Madras—												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	18.7
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15.5	14
Cuddapah	20.5	15.9	...	...	...	...	...	...	...	...	15.3	12.1
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras	19.9	21.5	35.8	39	...	...	...	...	...	...	...	...
Tanjore	20.9	21.6	35.8	30.3	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	15.1	16
Mysore—												
Mysore	24.2	21.18	31.07	32.94	39.19	48.76	48	48	...	...	10.98	14.59
Bangalore	15.67	19.59	35.78	37.66	35.02	42.44	56.95	56.95	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or *chanwal*

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
22.19	25	...	...	17.34	21.04	24.06	26.56	...	...	320	255.99	Rajputana— Eastern— Ajmer
14.84	19.06	...	...	12.03	15.94	14.22	18.12	40	40	315	285	Panjab— Southern— Ferozpur
15.68	20.78	...	...	13.33	18.33	15.26	19.79	37.24	37.24	336.87	298.02	Central— Lahore
17.4	21.04	...	...	14.79	19.06	17.4	22.19	33.33	30.78	328.12	290	South-eastern— Delhi
...	...	...	...	13.8	17.19	14.53	19.27	...	...	...	...	Submontane— Amritsar
18.33	23.12	...	...	15.99	20.31	17.19	22.19	34.79	30	290.88	266.67	Northern— Rawalpindi
18.18	22.86	...	...	16.72	18.18	17.34	24.22	...	...	336.82	290.88	Western— Multan
...	...	...	...	...	...	...	25.62	42.5	...	340	...	Sind and Baluchistan— Karachi
...	...	...	...	...	...	17.97	...	...	...	329.37	300	Shikarpur
...	...	...	...	21.25	{ 24.37 to 26.25 }	...	...	40	41.25	{ 337.5 to 367.5 }	{ 300 to 335 }	Quetta
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar
17.08	...	...	...	...	...	24.37	...	...	...	...	...	Sholapur
16.82	...	...	...	...	...	...	...	...	...	...	...	Poona
...	...	...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmednagar
...	18.02	...	...	...	...	...	...	...	...	...	...	Dhulia
...	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Sarat
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad
...	...	...	...	...	...	22	26	34	39	350	317	Central Provinces— Western— Nagpur
...	...	...	...	...	...	18	21.62	33.25	34.75	280	260	Central— Jubbulpore
...	...	...	...	...	...	22.5	24	32	32	265	250	Eastern— Raipur
...	25	...	...	...	...	27.5	29	45	41.62	333.25	295.25	Berar— Basim
...	25	...	...	...	...	25.75	30.75	40	44.37	290.87	266.65	Akola
...	25	...	...	...	...	25	27.5	31.25	33.75	322.5	300	Ellichpur
...	...	...	...	...	...	...	...	...	...	...	...	Amroiti
...	15.6	...	...	...	...	...	39.2	...	...	...	...	Madras— South, central— Coimbatore
...	...	14.6	15.9	...	...	...	...	26.9	26.9	308.2	326	Salem
13.2	12.7	...	...	...	...	...	30.8	...	22	349.2	285.7	Central— Bellary
...	...	...	...	...	...	...	...	...	...	263.2	263.2	Cuddapah
...	...	...	...	...	...	...	...	...	...	...	...	Karnul
...	...	15.6	17.9	...	...	...	...	29.7	22.1	...	...	East Coast, central— Nellore
...	...	...	...	...	...	29.1	30.4	...	...	296.3	329.2	East Coast, South— Madras
...	...	13.5	17.1	...	...	...	...	...	...	...	...	Tanjore
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly
20.9	19.9	...	...	...	...	...	...	25.4	25.6	...	...	Southern— Madura
...	...	14.87	15.67	...	...	12.59	13.67	76.8	54.87	309.75	398.48	Mysore— Mysore
...	...	12.1	14.69	...	...	15.67	13.17	54.85	51.43	342.85	325.72	Bangalore

WHOLESALE PRICES FOR THE SECOND HALF OF FEBRUARY—concluded

DISTRICTS	SUGAR, RAW (Gür)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Rajputana—												
Eastern—												
Ajmer	50	50	...	...	...	...	...	...	5	5	3.33	3.33
Panjab—												
Southern—												
Ferozpur	40	40	...	...	80	80	57.19	100	3.28	3.28	5	5
Central—												
Lahore	37.24	40	...	...	50	57.19	66.67	78.07	8.02	12.5	6.09	8.91
South-eastern—												
Delhi	32.03	30.78	...	...	61.56	80	66.67	80	6.67	5.	5.31	3.75
Submontane—												
Amritsar	36.35	25.57	...	...	...	...	...	...	...	...	5	8.91
Northern—												
Rawalpindi	36.35	40	...	...	...	...	66.67	60	13.33	10	10	8.12
Western—												
Multan	44.13	43.23	...	...	80	80	66.67	80	4.01	7.97	5.31	10
Sind and Baluchistan—												
Karachi . . . . .	...	64.06	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay—												
Deccan and Karnatak—												
Dharwar	44.01	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona	47.81	48.23	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces—												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	33.25	39	66.62	80	57	57	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	30	40	130	140	50	60	...	...	...	...
Berar—												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akola . . . . .	...	52.37	33.25	...	127.25	123.75	57	66.62	4	...	...	...
Ellichpur . . . . .	...	61.54	37	...	133.25	160	61.5	61.5	...	10	...	...
Amraoti . . . . .	...	40	30	...	150	150	46	60	4.5	10.29	...	...
Madras—												
South, central—												
Coimbatore . . . . .	...	32	...	...	...	...	...	...	...	...	6.9	6.9
Salem . . . . .	...	...	...	...	111.8	111.8	30.8	21.7	...	...	...	...
Central—												
Bellary . . . . .	...	35.7	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	28	24.6	...	...	...	...
Karnul . . . . .	...	...	...	...	49.4	49.4	41.1	25.1	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.4
East Coast, south—												
Madras	60.1	41.1	...	...	123.4	123.4	32.1	31.3	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	82.4	113.1	...	...	...	...	...	...
Southern—												
Madurai . . . . .	...	...	...	...	106.8	106.8	...	...	...	...	4.3	4.3
Mysore—												
Mysore	40.48	38.6	...	...	260.28	274.28	68.57	68.57	5	5	4	4
Bangalore	51.43	40.71	...	...	308.45	308.57	34.29	40.71	7.61	9.1	6.86	7.31

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BHUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOUGH BULLOCKS, PER PAIR		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
25	3.33	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer
3.28	3.28	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur
...	100	100	...	...	112.5	112.5	Central— Lahore
5.62	5	...	...	80	70	...	...	120	120	South-eastern— Delhi
...	Submontane— Amritsar
8.91	8.12	...	...	70	70	...	...	80	80	Northern— Rawalpindi
4.01	7.97	...	...	50	50	...	...	70	70	Western— Multan
...	Sind and Baluchistan— Karachi Shikarpur Quetta
...	...	8.12	14.37	40 to 140	40 to 140	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	Gujarat— Sarat Ahmadabad
...	60	60	...	...	100	100	Central Provinces— Western— Nagpur
...	55	55	...	...	35	35	Central— Jubbulpore
...	40	...	Eastern— Raipur
...	60	...	...	...	100	...	Berar— Basim Akola Ellichpur Amraoti
4	60	65	...	...	80	...	Madras— South, central— Coimbatore Salem
...	60	50	...	...	150	150	
...	65	65	...	...	75	70	
1.9	75	75	75	75	...	50	Central— Bellary Cuddapah Karnul
2.5	80	80	80	80	100	100	East Coast, central— Nellore
...	East Coast, south— Madras Tanjore Trichinopoly
...	52.5	65	52.5	65	...	...	Southern— Madura
...	80	80	80	80	...	...	Mysore— Mysore
...	40	40	Bangalore
...	100	100	...	...	70	70	
...	160	140	...	...	120	120	
...	to	to	
...	150	150	

J. A. ROBERTSON

Offy. Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, March 25, 1904

GOVERNMENT OF INDIA
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904 (*The figures*

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM (<i>Andropogon sorghum</i>)		BAJRA OR CUMBU (<i>Pennisetum typhoides</i>)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	12 8	12 8	10 6	10 6	...	...	...	...
Tavoy . . . . .	...	...	...	...	8 7	8 7	9 —	9 —	...	...	...	...
Moulmein and Amherst	6 13	6 13	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Pegu . . . . .	...	...	...	...	9 3	9 3	10 4	10 4	...	...	...	...
Rangoon	13 12	13 12	...	...	16 —	16 —	17 4	17 4	...	...	...	...
Thongwa . . . . .	...	...	...	...	10 11	10 11	11 9	11 9	...	...	...	...
Bassein . . . . .	...	...	...	...	11 6	11 6	13 9	13 9	...	...	...	...
Pegu (inland)—												
Tharawadi . . . . .	...	...	...	...	10 —	10 —	10 12	10 12	...	...	...	...
Henzada . . . . .	...	...	...	...	10 6	10 6	13 13	13 13	...	...	...	...
Prome . . . . .	...	...	...	...	12 4	12 4	15 9	15 9	...	...	...	...
Toungoo . . . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...
Thayetmyo . . . . .	...	...	...	...	10 —	10 —	13 12	13 12	...	...	...	...
Upper Burma—												
Mandalay	12 14	10 8	...	...	10 15	10 9	11 6	11 13	...	...	...	...
Bamo . . . . .	...	...	...	...	8 —	8 —	9 12	9 12	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	9 13	9 13	...	...	...	...
Meiktila . . . . .	...	...	...	...	12 13	12 12	13 5	14 —	28 —	33 12	...	...
Arakan—												
Sandoway . . . . .	...	...	...	...	16 12	17 8	22 1	21 —	...	...	...	...
Kyaukpyu . . . . .	...	...	...	...	14 9	14 9	15 9	15 9	...	...	...	...
Akyab . . . . .	...	...	...	...	12 —	12 —	13 —	13 —	...	...	...	...
Assam—												
Surma—												
Sylhet . . . . .	...	...	...	...	9 —	9 —	19 8	17 8	...	...	...	...
Cachar	9 4	10 —	...	...	11 8	12 12	19 —	19 2	...	...	...	...
Hill tracts—												
Khási and Jaintia Hills	7 —	7 —	...	...	5 —	5 —	10 —	10 —	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 —	4 —	14 —	15 —	...	...	...	...
Manipur . . . . .	...	...	...	...	24 —	23 8	29 —	27 —	...	...	...	...
Naga Hills . . . . .	...	...	...	...	14 8	14 8	16 —	16 —	...	...	...	...
Lushai Hills . . . . .	...	...	...	...	4 4	4 4	6 8	6 8	...	...	...	...
Brahmaputra—												
Goalpara	17 —	17 —	...	...	5 8	5 8	16 —	16 —	...	...	...	...
Kamrup	10 —	10 —	...	...	9 8	9 8	16 —	16 —	...	...	...	...
Darrang	9 —	9 —	...	...	10 —	9 —	18 —	18 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	9 —	8 —	16 —	16 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	14 —	14 —	...	...	...	...
Lakhimpur	10 —	9 —	...	...	6 8	6 8	12 —	12 —	...	...	...	...
Bengal—												
Eastern—												
Backerganj . . . . .	...	...	...	...	...	...	15 —	15 —	...	...	...	...
Naakhali . . . . .	...	...	...	...	...	...	15 —	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	...	...	13 14	14 —	...	...	...	...
Tippera . . . . .	...	...	...	...	...	...	14 14	14 14	...	...	...	...
Dacca	14 —	14 —	14 —	14 —	...	...	16 —	16 —	...	...	...	...
Maimensingh	11 8	11 8	11 —	11 —	...	...	15 —	16 —	...	...	...	...
Deltaic—												
Khulna . . . . .	...	...	...	...	...	...	16 2	16 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Midnapur	12 —	11 8	...	...	...	...	16 —	16 —	...	...	...	...
Howrah	13 4	13 —	20 —	20 —	...	...	11 8	11 7	...	...	16 —	16 —
Calcutta	11 —	12 4	14 8	14 8	...	...	9 6	9 10	16 —	16 —	14 —	14 —
Hooghly	12 10	12 10	...	...	...	...	10 —	10 —	...	...	...	...
Nadia (Krishnagarh)	17 —	16 —	19 8	20 —	...	...	12 8	12 7	...	...	...	...
Jessore	10 8	10 —	10 12	11 4	...	...	16 —	16 —	...	...	...	...
Faridpur	15 12	16 —	...	...	...	...	15 10	16 —	...	...	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	18 14	18 14	Burma—
...	15 15	15 15	Tenasserim—
...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergui
...	Tavoy
...	Moulmein and Amherst
...	9 5	9 5	...	...	8 8	8 8	17 —	17 —	Pegu (deltaic)—
...	15 12	15 12	...	...	14 12	14 12	15 12	15 12	Pegu
...	12 8	12 8	Rangoon
...	9 13	9 13	...	...	...	...	15 1	15 1	Thongwa
...	Bassein
...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	9 14	...	...	...	8 2	8 2	16 2	16 2	Tharawadi
...	9 14	...	...	...	8 2	8 2	16 2	16 2	Henzada
...	10 8	10 8	...	...	...	...	10 15	10 15	Prome
...	15 1	12 12	18 13	...	8 10	8 10	11 10	11 10	Toungoo
...	Thayetmyo
...	12 6	12 6	...	...	8 10	8 3	14 8	14 8	Upper Burma—
...	6 3	6 3	...	...	7 1	7 1	12 6	12 6	Mandalay
...	12 —	12 —	...	...	7 9	7 9	14 3	14 3	Bamo
...	13 —	10 2	18 11	18 11	8 12	7 14	14 —	14 4	Pakokku
...	Meiktila
...	18 10	18 10	Arakan—
...	10 —	10 —	...	...	7 —	7 —	18 —	18 —	Sandoway
...	14 —	14 —	Kyaukpadaung
...	Akyab
...	Assam—
...	13 —	14 —	...	...	10 —	9 8	10 8	12 8	Surma—
...	12 5	13 —	...	...	9 14	9 7	12 8	12 8	Sylhet
...	Cachar
...	9 8	9 8	13 —	13 —	6 —	6 —	8 8	8 8	Hill tracts—
...	8 —	8 —	...	...	5 8	5 8	8 —	8 —	Khási and Jaintia Hills
...	6 8	6 8	8 —	8 —	Garo Hills
...	8 —	8 —	...	...	7 —	7 —	8 8	8 —	Manipur
...	6 —	6 —	...	...	5 4	5 4	6 8	6 8	Naga Hills
...	Lushai Hills
...	14 8	14 8	...	...	11 —	11 —	12 —	12 —	Brahmaputra—
...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Goalpara
...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Kamrup
...	10 —	11 —	...	...	8 —	8 8	10 —	10 —	Darrang
...	11 —	11 —	...	...	9 —	9 —	10 —	10 —	Nowgong
...	12 —	12 —	...	...	9 —	9 —	10 —	10 —	Sibsagar
...	Lakhimpur
...	13 4	13 4	...	...	...	...	13 —	13 —	Bengal—
...	12 —	12 —	...	...	...	...	13 —	13 —	Eastern—
...	13 —	13 —	...	...	10 —	10 —	14 —	14 —	Backerganj
...	10 10	10 10	Noakhali
...	15 —	14 —	...	...	14 —	14 —	12 —	12 —	Chittagong
...	13 4	13 4	...	...	10 —	10 —	12 12	12 12	Tippera
...	Dacca
...	12 5	12 5	...	...	9 2	9 2	13 5	13 5	Maimensingh
...	15 —	15 —	...	...	11 —	11 —	12 5	12 5	Deltaic—
...	11 8	12 12	...	...	12 4	10 —	11 8	11 8	Khulna
...	16 4	16 4	21 —	21 —	11 2	11 2	12 14	12 14	24 Parganas
...	...	8 —	8 —	13 —	14 —	17 —	17 —	8 10	8 10	11 —	11 —	Midnapur
...	13 8	13 8	...	...	10 8	10 8	13 —	13 —	Howrah
...	18 —	17 8	...	...	9 8	...	13 5	13 5	Calcutta
...	16 —	16 —	...	...	20 —	20 —	12 —	12 —	Hooghly
...	9 —	8 8	...	...	8 —	8 8	12 —	12 —	Nadia (Krishnagarh)
...	Jessore
...	Faridpur

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figure)

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Bengal—continued												
<i>Central—</i>												
Bankura	13 —	13 4	...	...	...	...	15 —	14 —	...	...	...	...
Bardwan	12 4	12 5	...	...	...	...	13 8	13 4	...	...	...	...
Birbhum	12 —	12 8	...	...	...	...	12 12	13 8	...	...	...	...
Murshidabad	13 —	12 8	18 —	18 —	...	...	13 —	13 —	...	...	...	...
Santhal Parganas	11 8	11 —	...	...	...	...	12 8	14 —	...	...	...	...
Pabna	16 8	16 8	26 —	26 —	...	...	16 8	16 8	...	...	...	...
Bogra	14 1	14 1	...	...	...	...	17 4	17 4	...	...	...	...
Rajshahi	12 —	12 —	16 8	16 8	...	...	15 —	14 4	...	...	...	...
Malda	14 —	14 —	...	...	...	...	14 8	14 8	...	...	20 —	22 —
<i>Northern—</i>												
Rangpur	11 4	11 4	...	...	...	...	14 10	14 10	...	...	...	...
Dinajpur	15 9	13 —	...	...	...	...	15 9	15 —	...	...	...	...
Jalpaiguri	11 —	11 —	...	...	...	...	14 —	14 —	...	...	...	...
<i>Hills—</i>												
Darjeeling . . . . .	...	...	...	...	...	...	13 —	12 8	...	...	...	...
<i>Orissa—</i>												
Puri	11 13	11 3	...	...	...	...	19 11	19 11	...	...	...	...
Cuttack	14 7	14 7	...	...	...	...	19 11	19 11	...	...	...	...
Balasore	11 6	11 6	...	...	...	...	18 —	18 —	...	...	...	...
							to	to	...	...	...	...
							19 —	19 —	...	...	...	...
<i>Chota Nagpur—</i>												
Singbhum	12 —	12 —	...	...	...	...	15 —	15 —	...	...	...	...
Mánbhum	13 —	13 —	16 —	24 —	...	...	13 —	13 —	20 —	...	...	24 —
Ránci	9 4	8 12	12 —	11 —	...	...	14 8	14 —	...	...	...	...
	to	to										
Paláman	13 8	14 10	21 15	20 4	...	...	13 8	13 8	...	...	...	...
Hakáribágh	12 12	13 —	17 8	18 —	...	...	13 4	12 12	...	...	...	...
<i>Bihár, south—</i>												
Monghyr	16 —	17 —	...	28 —	...	...	13 —	12 —	...	...	...	...
Gaya	13 5	14 1	22 9	20 8	...	...	13 1	13 1	21 8	23 —	...	...
Patna	16 —	17 —	27 —	27 —	...	...	16 —	15 12	24 —	23 —	...	...
Shahabad	16 —	16 —	24 —	24 —	...	...	14 8	14 8	...	...	...	...
<i>Bihár, north—</i>												
Purnea	13 —	13 —	...	...	...	...	15 —	15 —	...	...	...	...
Bhágálpur	13 14	13 14	22 12	25 4	...	...	13 14	13 14	...	...	...	...
Darbhanga	16 8	18 11	30 12	34 4	...	...	16 8	16 8	...	...	...	...
Muzaffarpur	15 —	15 —	27 —	27 —	...	...	15 —	15 —	...	...	...	...
Sáran	16 —	16 —	25 —	25 —	...	...	16 —	16 —	...	...	...	...
Champáran	16 —	16 —	31 —	30 —	...	...	17 —	17 —	...	...	...	...
United Provinces :												
<i>(a) AGRA—</i>												
<i>Eastern—</i>												
Mirzapur	15 —	14 —	21 —	21 —	6 —	6 —	12 8	12 —	24 —	23 8	22 8	22 8
Benares	14 6	14 10	22 4	21 11	8 1 1/2	7 13	13 9	14 1 1/2	22 12	21 11	23 5	23 5
Ghazipur	14 5	15 1	24 8	24 8	7 4	7 4	13 2	13 12	19 8	19 8	23 2	23 4
Jaunpur	17 —	17 —	24 —	24 —	6 —	6 —	13 —	13 —	...	...	...	...
Allahabad	14 —	14 8	22 —	22 —	6 —	6 —	11 —	11 —	25 —	25 8	25 —	25 8
<i>Central—</i>												
Bánda	15 8	15 8	18 —	18 —	5 4	5 4	10 —	10 —	26 —	26 —	25 —	25 —
Fatehpur	16 —	16 —	21 —	21 —	10 —	10 —	12 —	12 —	25 —	25 —	25 —	25 —
Bamirpur	16 8	15 8	18 6	18 6	6 —	6 —	10 —	10 —	25 4	25 4	25 4	25 4
Jalaun	16 —	16 —	20 —	...	7 —	7 —	8 —	8 —	25 —	25 —	22 —	22 —
Cawnpore	15 8	16 4	24 —	24 —	...	...	11 12	11 12	25 —	25 —	20 —	20 —
Jhansi	14 2	14 4	28 —	30 —	7 12	7 12	9 4	9 4	25 —	25 —	23 —	23 —
Etawah	16 8	16 12	17 —	22 4	5 —	5 —	12 —	12 —	25 8	25 8	25 8	25 8
Farukhabad	17 1	16 11	21 13	21 13	5 7	5 7	10 15	10 15	21 13	21 13	22 8	22 8
Mainpuri	17 —	17 2	20 8	21 —	...	...	12 —	12 —	21 8	23 8	20 8	23 8
Etah	17 8	17 —	24 —	23 —	5 —	5 —	9 —	9 —	24 —	24 —	24 —	25 —
<i>Western—</i>												
Meerut	16 —	15 8	24 8	23 8	4 —	4 —	11 —	11 —	25 —	25 —	24 —	25 —
Agra	15 —	15 —	25 —	25 —	8 —	8 —	10 —	10 —	26 —	26 —	25 —	25 —
Muttra	16 —	16 —	27 —	27 —	7 —	7 —	12 —	12 —	26 —	26 —	26 —	26 —
Aligarh	17 —	17 —	24 8	25 —	5 —	5 —	...	...	25 —	25 —	25 —	25 —
Bulandshahr	17 8	17 —	24 —	23 —	5 —	5 —	9 —	9 —	27 —	27 —	26 —	26 —
<i>Submontane, east—</i>												
Ballia	14 —	15 4	24 —	25 —	6 4	6 4	11 4	10 4	22 —	20 —	21 —	20 —
Azamgarh	15 —	15 4	22 6	23 4	8 8	8 8	13 4	12 8	...	...	...	...
Gorakhpur	16 8	16 6	24 4	23 7	12 2	12 1	14 6	14 13	...	21 9	14 14	16 4
Basti	15 10	15 —	24 8	24 8	8 8	8 8	13 8	13 12	25 —	25 —	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Cicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	16 —	14 —	...	...	11 —	11 —	13 —	13 4	Bengal—continued
...	15 12	15 —	...	...	11 4	10 8	13 8	14 —	Central—
...	15 12	15 12	...	...	15 —	16 —	12 —	12 —	Bankura
...	17 —	16 —	...	...	12 8	12 8	12 —	11 8	Bardwan
...	15 —	16 —	20 —	20 —	20 —	20 —	11 —	11 8	Birbhum
...	15 —	15 —	...	...	11 14	10 8	12 —	12 —	Murshidabad
...	15 12	15 12	...	...	17 4	15 12	12 12	12 12	Saughal Parganas
...	18 12	18 12	...	...	12 12	12 12	12 12	12 12	Pabna
...	17 —	17 —	...	28 —	12 —	12 —	12 —	12 —	Bogra
...	14 10	14 6	18 —	18 —	9 —	9 —	12 1 1/2	12 1 1/2	Rajshahi
...	15 9	17 —	...	...	12 —	11 —	13 —	13 —	Malda
...	14 —	14 —	...	...	9 4	9 4	12 —	12 —	Northern—
13 —	13 —	...	...	13 —	13 —	18 —	20 —	6 8	6 8	10 —	10 —	Rangpur
...	15 12	15 12	...	...	9 13	9 13	16 —	16 —	Dinajpur
...	16 6*	17 1*	...	...	16 6	14 7	15 —	15 —	Jalpaiguri
...	14 —	14 —	...	...	10 —	10 —	13 —	13 —	Hills—
...	13 —	13 —	18 —	20 —	10 —	10 —	11 —	11 —	Darjeeling
...	16 —	15 —	22 —	22 —	11 —	11 —	12 —	12 —	Orissa—
36 —	32 —	...	...	16 —	16 —	24 —	23 —	8 — to 8 8	7 8 to 8 —	11 —	11 —	Puri
28 —	27 8	...	...	20 4	20 4	25 5	25 5	11 4	12 6	12 8	12 6	Cuttack
...	16 8	17 12	22 —	22 —	10 —	9 12	10 8	10 8	Balasore
...	21 —	20 —	21 —	21 —	10 —	10 —	12 —	12 4	Chota Nagpur—
...	20 8	21 8	23 9	22 9	11 12	11 8	13 2	13 2	Singbhum
30 —	30 —	23 —	20 —	23 —	22 —	28 —	27 —	14 —	15 —	13 —	12 —	Mánbhum
...	23 —	23 —	25 —	25 —	13 —	13 —	13 —	13 —	Ráuchi
...	16 —	16 —	30 —	30 —	10 —	9 8	11 —	11 —	Palámau
...	19 —	19 —	22 12	21 8	11 6	11 6	12 10	12 10	Hazáribágh
33 —	33 —	...	...	19 12	19 12	27 8	29 —	13 4	12 1	13 4	13 4	Bihár, south—
27 —	27 —	...	...	19 —	19 —	28 —	28 —	12 —	12 8	12 4	12 8	Monghyr
...	21 —	23 —	26 —	27 —	26 —	14 —	12 8	12 12	Gaya
34 —	34 —	...	...	22 —	23 —	29 8	30 —	17 —	17 8	12 8	12 8	Patna
...	Shahabad
...	Bihár, north—
...	Purnea
...	Bhágalspur
...	Darbhanga
...	Muzaffarpur
...	Sáran
...	Champáran
...	United Provinces:
...	(a) AGRA—
...	Eastern—
...	Mirzapur
...	Benares
...	Ghazipur
...	Jaunpur
...	Allahabad
...	Central—
...	Bánda
...	Fatehpur
...	Hamirpur
...	Jalaun
...	Cawnpore
...	Jhansi
...	Etáwah
...	Farukhabad
...	Mainpuri
...	Etah
...	Western—
...	Meerut
...	Agra
...	Muttra
...	Aligarh
...	Bulandshahr
...	Submontane, east—
...	Ballia
...	Azamgarh
...	Gorakhpur
...	Basti

* Kulai

† Husked

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort	Pre-vious half-month	Common	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
United Provinces—continued												
(a) AGRA—continued												
<i>Submontane, west—</i>												
Shahjahanpur	15 8	16 —	25 —	26 —	8 8	9 —	10 8	10 8	22 —	24 —	22 —	25 —
Budaun	16 10	16 2	23 12	21 4	5 —	5 —	10 12	10 12	22 8	22 8	23 8	23 —
Filibit	15 8	15 8	23 4	23 4	5 —	5 —	14 4	14 4	26 —	26 4	25 —	25 —
Bareilly	15 15	15 15	25 —	25 —	7 3	7 3	11 14	11 14	26 4	27 8	24 6	24 1
Moradabad	16 10	17 4	25 8	25 8	5 —	5 —	10 12	10 12	29 14	31 4	29 12	27 12
Bijnor	15 12	15 4	27 —	25 —	4 8	4 8	11 4	11 8	...	...	25 4	25 —
Muzaffarnagar	16 4	17 1	27 8	27 8	10 4	10 —	11 9	11 9	26 15	25 14	27 12	25 14
Saharanpur	16 1	16 10	25 13	25 13	3 11	3 11	9 11	9 11	24 11	24 11	30 1	30 1
Dehra-Dun	16 —	15 —	23 —	22 —	5 8	5 8	9 —	9 —	24 —	24 —	28 —	27 —
<i>Hills—</i>												
Naini Tal	12 —	12 —	16 —	16 —	4 —	4 —	8 —	8 —	...	...	16 —	16 —
Almora	15 —	15 —	16 8	16 8	4 —	4 —	11 —	11 —	...	...	...	...
Garhwal	10 —	10 —	13 —	13 —	5 —	5 —	7 8	9 —	...	...	...	...
(b) OUDH—												
<i>Southern—</i>												
Partabgarh	16 —	16 —	20 —	21 —	8 —	8 —	12 8	13 8	23 —	22 —	21 —	22 —
Sultanpur	16 8	16 12	22 —	21 8	6 —	6 8	14 —	14 —	...	...	...	...
Rae-Bareilly	16 —	17 —	24 —	24 —	5 8	5 8	14 8	14 8	22 —	23 —	22 —	21 —
Unao	16 8	16 —	22 —	22 —	6 —	6 —	11 —	11 —	23 —	23 —	26 —	26 —
Lucknow	15 8	16 —	25 —	24 —	5 —	5 —	12 8	12 —	24 —	22 —	23 —	22 —
Bardoli	16 —	16 —	25 —	26 —	...	...	10 —	10 —	23 —	23 —	23 —	21 —
<i>Northern—</i>												
Fyzabad	15 12	15 12	24 —	22 8	...	...	10 —	10 —	24 —	24 —	21 —	21 —
Barabanki	15 —	15 8	20 —	20 —	6 —	6 —	11 —	11 —	19 —	22 —	20 —	25 —
Gonda	16 4	16 4	24 8	25 —	...	...	12 8	12 8	28 —	28 —	20 —	22 —
Bahraich	17 8	18 —	33 —	34 —	7 —	7 —	14 4	14 4	32 —	33 —	27 8	27 —
Sitapur	16 —	17 —	27 —	28 —	5 —	5 —	10 —	10 —	27 —	30 —	27 —	28 —
Kheri	16 12	16 12	28 —	28 —	6 —	6 —	12 —	12 —	29 —	29 —	26 —	26 —
Rajputana—												
<i>Eastern—</i>												
Partabgarh	11 13	12 15	37 —	38 12	4 5	4 3	8 2	9 13	37 2	36 3	...	...
Banswara	20 —	21 —	24 —	24 —	7 —	7 —	14 —	12 —	...	...	...	...
Mewar (Udaipur)	12 3	11 15	28 14	27 14	7 —	7 2	7 3	7 9	32 2	31 15	17 10	17 8
Hilly Tracts of Mewar (Dungarpur)	15 10	21 —	39 8	37 8	9 12	8 6	13 8	13 9	...	...	...	...
Sirohi	13 8 and 14 —	13 —	20 —	20 —	5 4	5 4	7 8	7 8	16 —	16 —	16 —	16 —
Erinpura	14 1	14 —	22 4	21 8	6 —	6 4	8 —	8 —	23 —	22 —	20 7	20 —
Ajmer	13 2 1/2	13 2 1/2	21 —	21 —	6 —	6 —	8 —	8 —	26 —	26 —	20 —	20 —
Abu	13 14 and 14 8	13 9 and 14 3	19 5	19 —	5 14	5 14	8 2	8 2	20 11	20 11	15 3	15 3
Kishangarh	14 —	14 —	23 —	24 —	6 —	6 —	10 —	10 —	29 —	29 —	24 —	22 —
Bandi	15 —	16 4	52 —	48 4	8 —	8 —	10 8	10 8	57 12	57 13	23 2	20 —
Kotah	15 —	17 8	40 —	40 —	8 —	7 8	10 —	9 —	39 —	39 —	20 —	20 —
Jhalawar	13 4	13 4	26 10	26 10	6 10	6 10	8 14	8 14	30 12	29 12	20 —	20 —
Tonk	12 4	12 10	31 9	31 3	4 13	4 14	6 —	6 1	40 5	39 —	42 4	38 2
Jaipur	14 11	14 2	24 14	24 7	5 15	5 14	7 1	6 15	30 7	28 14	24 9	24 3
Karauli	16 15	16 14	28 2	28 2	10 15	10 15	11 4	11 4	31 4	31 4	26 14	26 14
Dholpur	16 8	16 13	24 4	24 1 1/4	8 8	7 8	9 8	9 2	29 12	31 5 1/2	30 15	30 13
Bharatpur	17 9	17 9	28 4	28 4	5 —	5 —	7 —	7 —	30 4	30 4	29 4	28 12
Alwar	14 6	14 6	23 4	23 4	8 —	8 —	8 7	8 7	26 —	26 —	23 3	23 3
Deoli	18 —	14 8	30 12	30 4	5 —	5 —	6 —	6 —	37 —	36 4	29 —	29 4
Nasirabad	14 —	13 8	...	...	8 —	8 —	9 —	9 —	29 —	29 —	21 —	21 —
Balmer	14 —	13 8	...	...	6 —	6 —	8 —	8 —	20 —	20 4	17 12	18 —
Anadra	14 4 and 14 8	14 1 and 14 9	...	...	6 6	6 6	8 8	8 8	...	...	16 4	16 4
Shahpura	13 8	12 12	31 —	30 8	8 —	8 —	9 —	9 —	38 —	38 —	24 —	23 —
<i>Western—</i>												
Jodhpur	13 6 1/2 and 13 14	13 — 1/2 and 13 9 1/2	20 14	21 —	6 4	6 4	7 8	7 8	22 — 1/2	22 — 1/2	16 4	16 9
Jaisalmer	11 1	11 3	...	...	6 13	6 13	10 1	10 1	18 6	17 6	17 6	16 7
Bikaner	12 8	12 —	21 —	21 —	3 8	3 8	7 —	7 8	...	...	18 —	18 8
Central India—												
Indore	12 —	12 —	21 —	20 —	8 —	7 —	9 —	9 —	24 —	22 —	20 —	20 —
Nimach	13 —	13 —	...	...	8 —	8 —	8 8	8 8	32 —	32 —	18 —	17 —
Gwalior	13 1	13 1	34 3	34 —	6 15	6 15	8 7	8 7	27 10	27 10	27 10	27 10
Punjab—												
<i>Southern—</i>												
Bissar	16 —	16 —	33 —	32 —	...	...	12 —	12 —	33 —	33 —	26 —	26 —
Ferozpur	17 —	17 —	30 —	28 —	...	...	8 —	8 —	32 —	28 —	26 —	22 —
<i>Central—</i>												
Lahore	16 8	16 8	27 8	29 8	...	...	8 14	8 14	30 8	27 8	24 8	22 8
Gujranwala	18 2	18 14	27 8	27 8	...	...	10 8	10 8	23 5	24 —	22 12	23 —
Gujrat	18 —	18 8	32 —	32 —	...	...	12 —	12 —	25 —	24 —	25 —	25 —
Jhelam	17 8	17 —	25 8	25 8	...	...	9 —	9 —	24 —	24 —	23 —	23 —

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (<i>Eleusine coracana</i>)		KANGNI OR KAKUN, ITALIAN MILLET (<i>Setaria italica</i>)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (<i>Oicer arietinum</i>)		MAIZE (<i>Zea Mays</i>)		ARHAR OR THUR, CADJAN PEA (<i>Cajanus indicus</i>)		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	18 —	19 —	28 —	23 —	9 8	9 8	11 12	11 12	United Provinces—continued (a) AGRA—continued Submontane, west—
...	...	16 —	16 —	18 12	18 —	25 —	26 —	11 —*	11 —*	12 —	12 —	
...	...	18 8	18 12	28 8	28 8	...	...	10 8*	10 8*	12 8	12 8	Shahjahanpur
...	...	22 8	22 8	19 6	19 6	31 4	31 4	11 4	11 4*	13 2	13 2	Budaun
...	...	15 2	15 2	19 12	19 12	33 12	32 4	10 8	10 8	13 2	13 2	Pilibit
...	19 12	19 12	...	...	10 —*	10 —	12 4	12 12	Bareilly
...	22 —	22 —	25 13	25 5	8 13	8 13	13 12	13 12	Moradabad
27 11	27 11	25 13	25 13	23 1	23 1	30 1	30 1	9 11*	9 11*	13 6	13 6	Bijnor
25 —	25 —	...	...	20 —	20 —	27 —	25 —	9 —*	9 —*	12 —	12 —	Muzaffarnagar
...	14 8	14 8	16 —	16 —	8 —	8 —	8 —	8 —	Saharanpur
16 —	16 —	...	...	12 8	12 8	...	...	8 —*	8 —*	10 —	10 —	Dehra-Dun
19 —	18 —	...	...	8 —	8 —	...	...	6 —*	6 —	8 —	8 —	Hills—
15 —	15 —	15 —	15 —	...	...	...	...	...	...	...	...	Naini Tal
...	Almora
...	Garhwál
...	...	14 —	14 —	18 —	19 —	21 —	21 —	10 —*	10 —*	13 —	13 —	(b) OUDH—
...	19 8	19 8	...	...	10 —*	11 —*	13 —	13 —	Southern—
26 —	26 —	22 —	22 —	19 —	19 —	22 —	22 —	10 —	10 —*	13 —	13 —	Partabgarh
...	...	16 —	16 —	20 —	20 —	28 —	28 —	10 —*	10 —*	12 —	12 —	Sultanpur
...	...	16 —	16 —	20 —	20 —	26 —	26 —	11 —*	11 —*	12 8	12 8	Rao-Bareilly
25 —	28 —	27 —	27 —	19 —	20 —	25 —	29 —	11 —	11 —	12 —	12 —	Unao
...	19 8	21 10	26 4	26 8	10 8*	11 —*	12 —	12 —	Lucknow
...	19 —	19 —	25 —	25 —	10 8	10 —	13 —	13 —	Hardoi
22 —	22 —	13 —	15 —	23 —	23 —	27 8	29 8	10 8*	10 8*	12 —	12 —	Northern—
...	...	18 —	18 —	26 —	26 —	34 —	34 —	11 4	11 4	12 8	12 8	Fyzabad
26 —	26 —	22 —	23 —	22 —	23 —	29 —	30 —	11 —	11 —	12 8	12 8	Barabanki
32 —	32 —	10 —	10 —	21 —	21 —	32 —	32 —	11 —*	11 —*	12 12	12 12	Gonda
...	25 4	24 —	43 9	42 2	8 9	11 8	11 13	12 5	Bahraich
...	32 —	30 —	64 —	64 —	...	...	11 12	11 12	Sitapur
...	...	17 10	17 8	16 13	17 2	33 11	31 15	8 —	8 6	12 7	12 12	Kheri
...	38 8	35 —	54 —	54 8	...	...	11 8	10 12	Rajputana—
...	...	13 —	18 —	14 —	14 —	20 —	20 —	12 8	12 8	13 8	14 —	Eastern—
...	16 8	16 8	...	...	...	...	15 —	15 —	Partabgarh
...	...	15 —	15 —	18 —	18 —	25 —	25 —	...	...	15 —	15 —	Banswara
...	15 —	15 —	19 7	20 11	8 5	8 5	13 9	13 9	Mewar (Udaipur)
...	20 8	20 —	29 —	29 —	...	...	16 —	16 —	Hilly Tracts of Mewar (Dungarpur)
...	29 —	29 —	57 12	58 —	...	...	12 8	12 8	Sirohi
...	27 —	28 —	...	...	8 —	8 —	12 8	12 8	Erinpura
...	13 —	22 2	37 —	37 —	6 10	6 10	11 14	11 11	Ajmer
...	21 12	22 2	42 2	42 5	...	...	13 9	14 —	Abu
...	...	11 14	11 11	22 5	21 2	28 4	27 12	22 9	22 4	15 9	14 11	Kishangarh
...	...	25 —	25 —	29 6	27 12	...	...	25 —	25 —	12 13	12 13	Bundi
...	...	16 —	16 —	20 94	21 12	...	...	11 5	16 5	13 12	13 12	Kotah
...	...	19 8	19 8	21 8	21 8	24 8	24 8	11 4	11 4	14 4	14 4	Jhalawar
...	...	15 —	15 —	21 4	21 4	23 15	23 15	18 —	18 —	15 4	15 4	Tonk
...	24 8	22 8	36 —	35 4	8 —	8 —	14 4	14 4	Jaipur
...	20 —	19 —	...	...	10 —	10 —	15 8	15 8	Karanli
...	14 —	14 —	...	...	...	...	16 —	16 —	Dholpur
...	14 8	14 8	19 —	19 —	...	...	14 —	14 —	Bharatpur
...	17 12	18 —	35 8	35 4	...	...	12 12	12 4	Alwar
...	18 1	17 84	23 9	22 54	8 2	8 2	16 8	16 8	Deoli
...	11 4	12 8	...	...	...	...	21 —	21 —	Nasirabad
...	21 —	20 —	...	...	8 8	8 8	13 4	13 4	Balmer
...	24 —	22 —	40 —	35 —	10 8	10 —	13 4	12 —	Central India—
...	...	19 12	19 12	24 12	24 12	35 6	35 6	10 12	11 8	13 1	13 1	Indore
...	28 —	27 —	...	...	...	...	12 —	12 —	Nimach
...	...	10 —	10 —	27 —	29 —	32 —	30 —	10 —	10 —	14 —	14 —	Gwalior
...	24 8	25 8	29 —	29 8	10 4	10 4	15 4	14 8	Panjab—
...	...	23 —	23 —	27 8	27 8	24 8	24 8	...	...	16 —	16 —	Southern—
...	25 —	24 8	26 —	26 —	...	...	16 —	15 —	Hissar
...	24 8	24 —	25 —	25 —	...	...	16 —	16 —	Ferozpur
...	Central—
...	Lahore
...	Gujranwála
...	Gujrat
...	Jhelam

* Husked

RETAIL PRICES FOR THE SECOND HALF OF FEBRUARY 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Panjab—continued												
South-eastern—												
Gurgaon	15 4	15 12	24 8	24 8	...	...	8 —	8 —	27 8	26 8	24 —	24 —
Delhi	15 8	15 8	26 —	26 —	...	...	10 —	10 —	27 —	27 —	22 —	22 —
Rohtak	15 8	16 —	24 —	24 —	...	...	10 —	10 —	28 —	28 —	24 —	24 —
Karnal	17 —	17 8	25 —	25 —	...	...	9 —	9 —	32 —	32 —	22 —	23 —
Submontane—												
Ambala	19 8	18 12	26 8	20 8	...	...	12 8	12 8	34 —	34 —	25 4	20 8
Ludhiana	18 8	19 —	27 —	28 —	...	...	10 8	10 —	31 —	30 —	25 8	25 —
Jalandhar	18 —	19 —	24 —	24 —	...	...	10 —	10 —	29 —	31 —	22 —	20 —
Hoshiarpur	18 8	19 —	24 —	24 —	...	...	10 —	10 —	26 —	26 —	22 —	23 —
Gurdaspur	18 —	19 —	25 —	25 —	...	...	10 —	10 —	24 —	24 —	...	...
Amritsar	17 —	18 —	23 —	24 —	...	...	10 —	10 —	26 —	26 —	24 —	25 —
Sialkot	16 12	17 8	24 —	25 —	...	...	13 —	13 —	26 —	26 —	25 —	26 —
Hills—												
Simla	14 5	13 9	16 14	17 —	...	...	7 8	7 8	21 9	16 —	18 12	14 —
Kangra	20 —	19 —	26 —	26 —	...	...	12 —	12 —	...	...	...	...
Northern—												
Rawalpindi	16 12	17 —	23 —	23 8	...	...	8 4	9 8	24 8	25 —	21 —	21 —
Western—												
Shahpur	18 12	19 8	27 —	28 —	...	...	9 8	9 8	23 —	23 —	23 —	23 —
Jhang	17 —	16 —	22 —	22 —	...	...	10 —	10 —	27 —	26 —	22 —	21 —
Multan	14 4	14 4	24 8	22 —	...	...	12 8	12 8	25 —	24 —	21 8	22 —
Montgomery	16 —	16 —	...	...	...	...	9 —	8 5	23 —	...	21 —	20 —
Muzaffargarh	16 8	16 8	24 —	22 —	...	...	10 —	13 —	23 —	22 —	20 —	20 —
Dera Ghazi Khan	15 —	15 —	23 12	23 12	...	...	10 —	12 8	26 4	26 4	23 12	23 12
N.-W. Frontier Province—												
Hazara	14 6	14 2	19 10	19 10	5 —	5 —	9 12	9 12	19 —	19 —	16 —	16 —
Peshawar	17 —	17 —	27 —	27 —	6 3	6 3	9 12	9 12	25 —	26 —	20 —	19 —
Kohat	16 3	15 15	24 9	24 12	5 7	5 12	11 5	11 5	...	...	21 5	21 5
Bannu	22 13	23 7	36 14	33 12	15 10	15 —	16 14	16 4	32 14	32 8	27 8	25 10
Dera Ismail Khan	17 4 2	17 12	26 7	25 —	5 —	5 —	7 13	7 13	40 —	37 10 1	29 3	28 6
Sind and Baluchistan—												
Karachi	12 8	12 8	...	...	9 —	9 —	11 —	11 —	19 —	19 —	19 —	19 —
Hyderabad	13 —	13 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	20 —	19 —
Thar and Parkar (Umarkot)	13 —	13 —	...	...	12 —	12 —	13 —	13 —	...	...	15 8	15 8
Bhikarpur	14 8	15 —	...	...	10 —	10 —	14 —	14 —	24 —	24 —	24 8	24 —
Upper Sind Frontier	12 8	12 8	...	...	9 8	9 8	10 —	10 8	26 —	25 —	28 —	28 8
Quetta	12 4	12 —	16 —	16 —	5 —	5 —	8 —	8 —	20 —	20 —	19 —	19 —
	13 4	13 —										
Bombay—												
Konkan—												
Karwar	11 11	11 11	...	...	10 2	10 2	11 10	11 2	...	...	...	...
Ratnagiri	10 2	10 2	...	...	8 —	8 —	10 11	10 11	...	...	17 4	17 14
Alibag	8 5	9 4	...	...	9 7	9 —	10 5	9 14	...	...	15 12	15 12
Bombay	8 7	8 7	...	...	6 6	6 6	8 7	8 7	14 11	14 11	14 9	14 9
Tanna	10 15	10 15	...	...	9 4	9 4	10 3	10 3	20 6	20 6	19 13	19 13
Deccan and Karnatak—												
Dharwar	13 6	13 6	...	...	13 6	13 6	14 7	14 7	25 6	25 6	23 15	25 12
Belgaum	14 3	14 3	...	...	12 1	11 9	13 2	12 10	22 13	22 13	23 6	24 6
Satara	12 11	11 10	...	...	7 15	7 15	9 7	9 7	21 14	23 5	20 2	21 8
Sholapur	18 10	18 10	...	...	10 8	10 8	11 11	11 11	33 15	35 12	31 3	33 15
Bijapur	18 —	18 —	...	...	11 6	11 6	12 3	12 3	32 14	34 11	29 6	37 8
Poona	10 6	10 6	...	...	8 2	8 2	9 3	9 3	25 5	25 5	21 2	21 2
Khandesh and N.-E. Deccan—												
Ahmadnagar	14 8	13 1	...	...	8 14	8 14	9 13	9 13	26 2	30 4	23 6	23 6
Nasik	14 —	13 5	...	...	8 12	8 12	10 8	10 8	...	...	21 —	21 —
Dhulia	11 9	11 9	...	...	7 6	7 6	9 6	9 6	24 —	24 —	21 12	21 12
Gujarat—												
Surat	12 15	13 7	...	...	7 14	8 5	9 4	9 4	18 9	19 —	19 —	19 —
Broach	13 —	13 —	...	...	8 —	8 —	10 —	10 —	25 —	25 —	18 —	20 —
Kaira	16 —	16 —	...	...	7 8	7 8	11 —	11 —	27 8	27 8	21 —	21 —
Baroda	13 —	13 —	...	...	9 —	9 —	10 —	10 —	22 —	21 —	18 —	18 —
Ahmadabad	16 —	16 —	...	...	7 —	7 —	10 —	10 —	28 —	28 —	19 —	19 —
Godhra	11 8	12 —	...	...	9 8	9 8	10 8	11 —	...	...	21 —	23 —
Disa	17 —	16 8	...	...	7 —	7 —	8 8	8 —	24 12	26 —	21 —	20 8
Kathiawar—												
Rajkot . . . . .	...	18 —	...	...	7 8	6 —	10 —	8 8	26 8	25 —	20 —	20 —
Central Provinces—												
Western—												
Nimar	13 1	13 1	...	...	5 13	5 13	11 —	10 14	26 7	26 7	...	...
Asirgarh Cantonment . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Hoshangabad	14 —	14 11	...	...	6 4	6 4	10 12	10 11	19 3	19 6	...	...
Betul	14 10	14 10	...	...	...	...	9 10	9 10	25 6	25 6	...	...
Chhindwara	16 14	16 14	...	...	10 —	10 —	13 6	13 6	23 —	23 13	...	...
Nagpur	15 —	15 —	...	...	10 —	10 —	12 8	12 8	20 11	20 11	...	...
Wardha	16 —	12 13	...	...	6 6	7 1	10 10	9 2	21 5	21 5	...	...